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Household Coal
HALL, GOEPEL & COY.,
Telephone 33.
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VOL. LXXXIV.--NO. 19

VICTORIA B. C. MONDAY JULY 2 1900

FORTY-SECOND YEAR

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Solid Silver Thumbles 25c. Plated Blouse Pins, 6 for 25c
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FOR REAL VALUE

We pay for the advertisement and do not tack it on to the Wine.

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An Upward Tendency



DIXIE H. ROSS & CO.

TO CANNERS AND OTHERS

We are fully stocked to supply you with DRY GOODS and GENTS' FURNISHINGS, OILCLOTHING, DUCKS, and DRILLS.
All orders shipped same day as received.
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Marble Bay Lime.
(Trade Mark.)
IS ABSOLUTELY PURE.

The strongest and best lime on the market. Walls built with "Marble Bay Lime" will last twice as long as those made with inferior lime.

EVERY BARREL IS GUARANTEED.
EVERY BARREL BEARS OUR TRADE MARK (Marble Bay Lime.)

FIVE BARRELS OF "MARBLE BAY" BRAND will go further than six of any other lime on the market.
OUR "PLASTERERS' BRAND" IS A SPECIALLY SELECTED LIME FOR PLASTERERS' USE--THERE IS NONE SO GOOD.

FOR SALE BY ALL DEALERS. Kept in stock in Victoria by KINGHAM & CO.

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Furniture, Real Estate, Farm Stock Sold on Commission. Highest Prices Obtained. Satisfaction Guaranteed. Furnished and Unfurnished Residences to rent and for sale in all parts. All Business Strictly Confidential.
73 and 75 1/2 TATES STREET

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I have received instructions to remove to my salesrooms, 77, 79 and 81 Douglas St. and to sell without reserve
FRIDAY JULY 6th
Costly And Almost New

FURNITURE AND EFFECTS

Particulars later.

WM. T. HARDAKER, The Auctioneer.

Telephone 693.

Victoria Transfer Company

LIMITED.

Incorporated by Special Act of Parliament, 1883.

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19, 21, 23 Broughton st., foot of Broad

JACKS, BAGGAGE WAGONS, TRUCKS

AND BUSES SUPPLIED AT ANY

HOUR OF THE DAY OR

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TELEPHONE CALL 129.

TENNIS GOODS.

FISHING TACKLE.

All kinds of the best Sheffield Cutlery,

Shaving Materials, Brushes, Pocket Books,

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FROM BORDEAUX

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R. P. RITHET & CO., L'td,
IMPORTERS.

LONDON AND LANCASHIRE FIRE INSURANCE CO. OF LIVERPOOL, ENGLAND.

Premium Income \$4,206,040.00
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Settlement of all Claims made without reference to Head Office by

ROBERT WARD & CO., Ltd.

General Agents for British Columbia.

Houde's STRAIGHT CUT Cigarettes

Manufactured by

B. HOUDE & CO.

QUEBEC

ARE BETTER THAN THE BEST.

IT COMES HIGH IN PRICE, BUT YOU MUST HAVE IT.

Mellor's Pure Mixed Paints

\$1.75 PER GALLON.

J. W. MELLOR, 76-78 Fort Street

AUCTION

Store Fixtures, Etc

Corner Government and Bastion Sts.

Tuesday July 3rd, 2 p.m.

Under instructions from Messrs. North & Richardson, who are opening up the new premises as Tobaccoists with entirely new fixtures, etc. The sale will include Shelving, Counters, Mirrors, Oilcloths, Electric Light Fittings, Blinds, Chairs, Stoves, Curtain Poles and Rods, etc.
THE CUTHBERT-BROWNE CO., LTD.
Leading Auctioneers.

Half-Yearly Clearance Auction Sale

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Household Furniture

Of all the goods in our salesrooms, and the contents of a nicely furnished cottage, also several very large National Plates, number of Steamers, etc. also very valuable RACING SULKY, with bicycle wheels, and pneumatic tires, Harness, Horse, Rugs, etc. etc., on THURSDAY, JULY 5, AT 2 P. M.
Further particulars Wednesday morning next.
THE CUTHBERT-BROWNE CO., LTD.

BUY

CROW'S NEST at \$30.50
NORTH FIVE at 3.00
RATHMULLEN at 3.00
VAN ANDA at 3.25
ATHABASCA at 24.00
Shareholders in any of the above companies who bought a year ago at higher prices should take advantage of the present low prices, to even up. They are sure to rise in the near future.
THE CUTHBERT-BROWNE CO., LTD.
MINING BROKERS.

17 Trounce Ave. Telephone 683.

BEEF MEAL

Is the best Egg Producer on the market—Try a 25c Package.

For Sale at

SYLVESTER FEED CO., Ltd.

CITY MARKET.

VON KETTELER WAS MURDERED

Dragged From His Horse in the Street and Hacked to Pieces By Chinese Troops and Boxers

Little Hope Entertained That Any Foreigners Are Left Alive in Pekin--Daily Executions Reported,

London, July 2.—Official despatches received by the consular body at Shanghai, by an express cable, dated Shanghai, July 1, confirm the report of the butchery of Baron von Ketteler, the German minister, on June 18.

The ambassador was riding on the legation street, when he was attacked by troops and Boxers, dragged from his horse and killed. His body was hacked to pieces with swords.

The German legation and six other buildings were burned, and a number of servants of the legations were killed and their bodies thrown into the flames.

London, July 2.—The consuls entertain little hope that any foreigners are left alive in the capital. There were 1,800 foreigners connected with the legations. 50 in the customs house, British and United States tourists, and others to the number of 150 and nearly 500 legation guards with British foreign officers.

The Daily Mail has received news from the Consul General at Chee Foo that Baron Von Ketteler has been killed, but no other information.

A despatch to the Express from Nankin June 30, says:

"French priests here have received reports that the public execution of foreigners have been in progress since June 20. The news comes by rumour from French priests at Pekin, who state that they administered the last rites to the condemned men."

Nankin cables, dated Sunday, say that Viceroy Liu Yun Yih received a telegram from Gen. Yu Lu on Saturday, stating that the German minister had been murdered at Pekin. Yu Lu who escaped from Tien Tsin to Pao Ting Fu also wrote:

"Situation desperate, implore your help. Foreign troops of eight nationalities entering Pekin, the number of 30,000; cannot hold out four days.
Li Yun Yih received this from the viceroy of Yuanshikau: "Foreign troops victorious at Tien Tsin. They will enter Pekin immediately."

Outbreaks of the Boxers appear to be imminent at Canton. The feeling of unrest steadily increases. The Boxers from Ping Tung were marching Sunday on Chee Foo. The governor of Yuanshikau feared for the town and sent to the warships for forces.

Gen. Yuanshikau, commanding the best foreign-drilled troops in China, has notified the German government that he will not permit the German proposed expedition to Weisen to rescue Chalfontant and the Misses Powden and Hawes, the United States missionaries in the hands of the Boxers. The missionaries at Pao Ting Fu were reported to be safe on June 25.

A correspondent on Shanghai learns from official sources that the Chinese are laying torpedoes between Shanghai and the Kiang Nan arsenal.

Agents of the Boxers are busy in Shanghai provoking hatred of foreigners. Nothing has been heard from the column which relieved Admiral Seymour five days ago and it takes at least two days to communicate between Tien Tsin and Chee Foo. There is nothing extraordinary in this. The troops are going forward from Taku to Tien Tsin daily.

London, July 2.—(12:45 a.m.)—A despatch from Admiral Bruce to the Admiralty, sent via Chee Foo under date of June 30, says:

"The conduct of Commander Stewart of the Algerine and now commander of the Taku fort, was magnificent, and elicited the admiration of the allied ships. The river route to Tien Tsin, 51 miles from Taku, is now open. The railroad head is now nine miles from Tien Tsin. The road inward is not quite safe and communication to Tien Tsin difficult. For 14 miles above Taku the railway was found destroyed and blown up. Lieut. Commander Keyes reports that the arsenal at Tien Tsin was captured on June 29 by the naval brigade. The losses were five killed, Lieut. Colom slightly wounded and a gunner and 21 wounded. There are no further details."

Vice-Admiral Alexieff, governor-general of Port Arthur and commander-in-chief of the Russian forces in the East, has arrived, on the way to Tien Tsin, taking supreme command of the Russian forces landed to date.

Great Britain, 184 officers and 1,700 men; Austria, 12 officers and 127 men; United States, 12 officers and 329 men; France, 17 officers and 387 men; Italy, 7 officers and 131 men; Japan, 19 officers and 3,709 men; and Russia, 107 officers and 5,187 men, with a total of 53 field guns and 36 machine guns.

Shanghai, July 1.—The British consul at Chee Foo telegraphs that Baron Von Ketteler, German minister at Pekin was murdered by native troops June 18th. Three legations it is not stated which, were still undestroyed June 22nd. The telegraphed June 20th that the other ministers were safe that morning, but the situation was desperate and he doubted whether the ministers could hold out 24 hours longer as he heard the Empress would no longer give them protection.

Shanghai, July 1.—The German minister in Pekin, Baron Von Ketteler was attacked while proceeding to the Tsung Li Yamen where he died.

Rome, July 1.—The commander of the

Terrible Death List

Two Hundred Lives Thought to Be Lost at Hoboken Harbor.

Though Damage to Steamers Not as Large as First Supposed.

Number of Men Saved From the Bremen After Twelve Hours.

New York, July 1.—The fearful havoc to life and property caused by the conflagration which broke out at the docks of the North German Lloyd Company in Hoboken last night, cannot be estimated with any degree of certainty. The more conservative people who have had experience along the docks, in shipping interests, are of the opinion that not over two hundred lives were lost. One of the officers of the steamship Saale said to-day, that there were fully two hundred visitors on board that vessel when the fire broke out, the majority of them being women.

A boat was lowered from the Bremen shortly after the alarm had been given but the craft capsized as it touched the water and all on board were thrown into the water and none of them were saved by those remaining on the vessel. This would indicate that the list of dead may be larger than it was at first thought to be.

The North German Lloyd Steamship Company estimates the loss of life by yesterday's fire at 200. The company took the crew lists, checked off those members who are in hospitals or reported safe and believes the others to be lost.

Among the dead are a number of officers. The body of Capt. Mirow of the Saale has been found burned so as to be unrecognizable.

Fortunately the number of visitors on the pier and boats was unusually small, because no steamer was due to sail except the Saale and she only for Boston, where she was to have taken on a load of Christian Endeavorers bound for the convention in London.

No passenger is known to have been lost on any of the boats.

A number of Christian Endeavorers were visiting the Saale drawn by the interest taken in the boat because of her charter by the Christian Endeavorers, some of these visitors are reported lost.

The German consul general to-day called to Berlin placing the death list at 200. The Phoenix is entirely uninjured.

The warehouses of Palmer Campbell, which were across the street from the North German Lloyd line docks, suffered greatly and a number of houses along the street were scorched badly. The number of smaller buildings along the water front, not directly under control of the steamship company, cannot be learned to-night, but it is said that there were a number of express offices for smaller companies, one of these being reported as having lost over \$10,000 worth of horses and wagons.

The loss on the steamship property and other companies is estimated to be as follows:

Steamer Main, of North German Lloyd Co., cost \$1,500,000, and her fittings and stores. The loss is placed at \$1,200,000 for the vessel, about \$400,000 for the fittings and stores and cargo that were aboard of her.

The steamer Bremen of North German Lloyd Co. cost \$1,500,000, and her fittings and cargo were valued at \$800,000. The cargo and stores were entirely consumed and the loss to the vessel proper will reach at least \$700,000. She is beached off Weehawken to-night and still smouldering, with apparently destroyed machinery.

The SS Teutonic, which will have the most horrible story of death to unfold when the divers go down in her, cost the North German Lloyd Co. \$1,250,000, and the fittings and cargo were valued at \$300,000. The Saale is beached at Ellis Island and still burning. The damage to the vessel proper is placed at \$800,000. The damage done the Kaiser Wilhelm Der Grosse is estimated at \$25,000.

The three docks of the North German Lloyd Co.'s, lines which were burned to the water's edge, estimated to have cost \$400,000. The docks were well filled with merchandise just received from abroad and valued at \$350,000.

The Thingvalia pier, which was entirely consumed, was valued at \$50,000 counting the stores which were on it. The Hamburg-American line dock, which was just completed as an extension to the pier, was also damaged in order to prevent the spread of the flames, was damaged to the amount of \$15,000. This was the only loss they sustained as the steamer Phoenix, contrary to reports was not even scorched.

Warehouses E. F. G. and H. of Palmer Campbell were burned.

Mr. Campbell said to-night that he could not give a definite estimate of his losses, but the damage to buildings alone would be \$50,000 and the contents \$1,350,000. Had the fire occurred at any other time of the year, he said the loss would have been much greater as just at the present time the imports are very light and the houses were not well filled. This statement accounts for the comparatively small loss on the three piers of the North German line. One lighter containing 5,000 bags of sugar was destroyed, the loss being \$37,000.

Eight barges and eleven canal boats were either burned or sunk with their contents, total valuations \$125,000.

The Hoboken Shore railway had a number of cars burned and other property damaged to the total loss \$7,000. Minor losses on floating property burned at the fire proper or set on fire by burning driftwood will amount to about \$20,000.

The personal losses sustained by those aboard the steamers can only be ascertained as there is no way of ascertaining this at the present time.

Manager Bonner of the Main said to-

(Continued on Second Page.)

The Danube In Port

Brings News of the Wreck of
the River Steamer
Reaper.

A Rich Quartz Find on the
Indian River—Explorers
Return.

News From the Lower Yukon
—Millions Despatched from
Dawson.

Steamer Danube, Capt. H. R. Foot, which arrived from Skagway last night, brought news of the wreck of the river steamer Reaper, recently sold by the John Irving Navigation Company to the White Pass & Yukon Railway Co.; of the finding of a great ledge of quartz, which had been traced unbroken for over 20 miles, in the Indian River district; of the wealth of Rampart and Minook, of rich Jack Wade creek, of a food shortage on the Big Salmon—and a budget of other late news of the interior and the north.

There were 26 saloon passengers on the Danube, and some of these brought much gold. Among the gold-bringers was A. Tralld, a Swede, who carried a well-filled valise strapped around his body. He was bound out after a good season on Gold Run creek. U. Hedges was another Dawsonite; H. Harvey and T. H. Austin had come up the river, and G. G. Harman was just out from the Jack Wade district and the Forty-Mile. They say the river steamer Reaper was wrecked in Squaw rapids on Monday last. The Bailey, of the same company, and the Nora, of the Klondike Corporation, had been successfully taken through Miles canyon and White Horse rapids, and it came to the Reaper's turn to go through. She ran the canyon all right, but the passengers said, she was caught in the swift waters of Squaw rapids and hurled on the rocks. They heard that she was a total loss. No lives were lost, nor, as far as they could learn, was any body injured.

The passengers reported that the water was rising in the Yukon, and the freight was going down river. There was considerable freight at White Horse, but now that the big steamers had commenced running, they were making the blockaded freight look sick. The most of the Dawsonians who came up the river arrived on the steamers Clara, Ora, Yukoner, Scrib, and Columbia. The Flora and Philip Love were reported on bars. The Victorian had been released and had started for Dawson. The Gold Star, Canadian and Columbian had started back from White Horse for Dawson.

Telegraphic advices received at Skagway from Dawson before the steamer sailed reported that great stores of gold were leaving Dawson by both the up-river and down routes. The river steamer Seattle sailed from Dawson a few days prior to the sailing of the Danube south, with \$2,000,000. A private telegram also tells of the departure from Dawson for the south of Prof. T. S. Lippy with \$700,000 which he had taken from his claim, No. 16 Eldorado. He left Dawson on June 20. Mrs. Lippy and an escort of seven men were with him. On June 19 the Canadian Bank of Commerce shipped out over \$200,000.

A copy of the Dawson Nugget of June 18, brought out by Mr. Harman, one of the Danube's passengers, with a very rich find of quartz in the Indian River district. Donald McKinnon, J. Bourke and J. Clark are the discoverers of the reported Golconda. The former went to the Klondike two years ago from Johannesburg, and had paid little attention to placer mining, giving all his glomerate formation, which he was convinced existed in the district, as he had found pieces of float at various times.

While on Indian river for the purpose of washing a grubstake from the bars, he at length found the ledge. He told Bourke and Clark of his find and together for 20 miles they traced the unbroken ledge, and at no point in that distance did it narrow down to less than 350 feet in width, and in many places it was found to be fully 500 feet wide. Of its depth nothing could be determined, as at no place was the bottom of the ledge found.

Twenty-three claims were recorded by the friends of the discoverer. McKinnon had the quartz ledge, and it ran from \$7 to \$7.50 to the ton. He showed a piece of the conglomerate to a miner named McIsaac, who came from the Rand, in the Transvaal, and he would not believe, until he had visited the Indian River ledge, but that McKinnon had brought the piece from the Rand. It was identical with the rock of the Transvaal.

J. Hill and J. C. Acheson had arrived at Skagway prior to the sailing of the Danube, from Big Salmon, and of that district they said:

"Only 75 men are in the camp, and they not only find it difficult to strike pay, but just now are finding it difficult to get food. The men have run short of supplies, and the men are beginning to divide rations, making up for one another's deficiencies in various lines by borrowing and distributing."

"However, there is no danger of anything more than inconvenience overtaking the camp from the shortage in food, for the men can get out to Hootalinqua in a day."

"We went into camp in April, and visited several creeks, but were unable to find anything that would pay."

"There are two discoveries on Livingstone. The lower discovery is the only paying claim in the camp. Adjoining it is crown property that may pay. There may be there is all on bedrock. Three men are sluicing on the claim took out \$1,000 in three weeks. They have to go very deep, fully 18 feet, to bedrock."

"Men are still going into the camp, under the old impression that it is good, and many of them are from Dawson. Fully 50 started in from Dawson. We met quite a number bound in, and succeeded in getting some to turn back."

DR. A. W. CHASE'S 25c. CATARRH CURE.
Is sent direct to the diseased parts by the Improved Bore. Heals the ulcers, clears the air passages, stops droppings in the throat and prevents relapse. Catarrh and Hay Fever. 30c. per bottle. Free. All dealers, or Dr. A. W. Chase, Medicine Co., Toronto and Buffalo.

TO SAVE

All profits but the maker's on Harness buy direct from us. The biggest assortment of the most desirable and dependable Horse equipment made anywhere. We carry a wider range of choice than any dealers in the city can give you. The prices with all the profit at the millmen cut out.

WADD & McKEN, 44 Yates St.

Six bronzed and rugged men reached Skagway on June 23, after completing one of the longest and most important expeditions in the exploration of Alaska. At the head of the party is Lieut. J. S. Heron of the Eighth United States Cavalry. Just a year ago the party started inland for Tronok, Cook Inlet, and crossed a hitherto unpenetrated country leading for hundreds of miles over mountains, valleys and small tablelands and plains, to the mouth of the Tanana. Nearly six months were spent getting from the inlet to Tanana.

Side expeditions were made by the party and the total mileage covered on this laborious inland trip before getting to Tanana probably exceeds a thousand miles. It was feared several months ago that Lieut. Heron and party were lost but the fears were dispelled some time ago. C. A. Harman and other arrivals on the Danube from Forty Mile report that Forty Mile is bound to come to the front this fall, and that the party will probably find it will next season produce \$2,000,000.

Col. E. D. Wigham, land commissioner at Rampart, has arrived in Skagway. The colonel brings the first news from the Rampart country this season. The output from the last winter's wash up with which he came, and the summer's aggregating the season's clean-up, he estimates should be about \$2,000,000.

The wash-up from the winter dumps in the camp up to that time was a quarter of a million dollars, and with what will be taken out, two million, I think, should be gotten there this season. The camp promises to be a first-class hydraulic proposition.

Arrivals by the Danube say the town of White Horse is lively and there is activity in building. Streets and lots in the townsite are being cleared and graded. The railroad people are making one of the biggest improvements in the way of a warehouse 40 by 1,000 feet. Lots are selling fast, and some doubled in price while some have been tripled and quadrupled. All business houses of Bennett are opening houses among them being Whitney & Pedlar, tobacco and merchandise dealers; Shaw's and retail stationers and new dealers. The town has five hotels, four restaurants, four saloons, two barber shops, one news stand, one steam laundry, two hand laundries, one hardware store, four general merchandise stores.

Norman Macaulay's 160-room, two-story log hotel is rapidly being completed.

Has it ever struck you that you can buy Jesse Moore "AA" whiskey for almost the same price that is paid for ordinary whiskey? Your dealer has it.

JAPS IN VANCOUVER.

Working For Two Dollars a Month and Board.

From Our Own Correspondent.
Vancouver, July 1.—There has been another development in the Japanese question in Vancouver. The hired girl had to make way for the "heavenly Chinese," and now the little Brownies are ousting John Chinaman from the kitchen. In Vancouver \$8 a month and board was the lowest figure for which a China boy could ever be induced to work in the kitchen; now Japanese boys are a drug on the market at \$2 and \$3 a month and board, with the privilege of sleeping in the woodshed. In fact, all they expect is that they be well fed, and they will work like slaves during the day and attend night school on their own time. They are far more willing than Chinese, and will do any work that they are asked to, without complaining. They do not think of their present comforts; their only thought is to advance themselves, so that they may be able to go to Seattle or San Francisco and get a good position in the night school, and to suffocation by these little Brownies. There is no charge made to the Japanese boys, the schools being run by missionaries, with a view of incidentally converting the Japanese boys to Christianity.

At Lulu Island and along the Fraser Valley the Japs are hiring out as farm hands at \$5 a month and board, and in some instances they are working for \$8 a month and boarding themselves, and this latter fact was learned from the farmers themselves. Hundreds of Japanese, however, who have recently arrived here are applying for papers admitting them to the United States, as every avenue is closed to them here.

THE FRASER.
A Drop of River Water Reported at Yale.

Lillooet, July 1.—Little or no change in the river since morning. Weather cloudy and cool.

Yale, July 1.—The river has gone down about 15 inches since yesterday morning.

Not one in twenty are free from some little ailment caused by inaction of the liver. Use Carter's Little Liver Pills. The result positive relief.

SECRET DECREES.
China Calls Upon Governors to Raise Troops Against the Allies.

London, July 2.—Two secret Imperial decrees have fallen into the hands of foreigners, according to a special despatch from Shanghai, dated Sunday. The decrees, the first dated June 20, recites events around the capital and attributes the trouble to religious fanaticism against Christians, leading to violent outbreaks which the government is unable to suppress. "The foreign troops," the decrees states, "are between Taku and Peking, and the foreign troops have been ordered to leave the point. The government therefore calls upon viceroys and governors to show their loyalty to the throne, and to raise armies and funds in defence of Peking."

"My dear," began the extravagant young wife, "I've got several things I want to talk to you about."

"Ah! that's a relief," exclaimed the husband.

"What is?"

"To be assured you've got the things you want to talk about. You generally discuss upon things you need."—Philadelphia Press.

For Love

Of Country
How Kwon Yung Chan a Korean
Martyr Gave Up His
Life.

A Korean Says That He Was
Imitating Jesus of
Galilee.

A few days ago news was given in these columns of the trouble between Japan and Korea because of the horrible execution of two Korean political prisoners. An and Kwon Yung-chin by the latter country who had returned on a promise given to their protectors—the Japanese government—that they would not be harmed. Details have been published of how they were cruelly done to death, and of Japan's demands because of the execution.

In yesterday's mail was received copies of the North China Daily News, a correspondent of which sends to that journal a description of a remarkable meeting and conversation which he had with the late Kwon Yung-chin, one of the prisoners tortured to death by the Korean government at Fusan, on the latter's arrival there, and of his mind. The description throws a new and surprising light on the tragedy surrounding Kwon's fate.

"In the port of Fusan," writes the correspondent, whose letter is undated, "I changed steamers, taking one for Chemulpo. There were in the saloon two first-class Japanese passengers. We left at 1 o'clock, and at 4 met round a table four of us in all, the skipper included, to share our rice with chopsticks. The captain spoke a little Korean, and with him I conversed, but the other two passengers were silent. One was dressed as a foreigner, the other in silken kimono and Japanese slippers, seemed a refined and modest gentleman, with intelligent expression stamped on face rather badly scarred by smallpox. Next morning, as I sat in the saloon looking over some views that happened to be there, this gentleman in silk glided in and sat opposite me. 'Evidently tonight (you) have been many years in our country,' said he. I looked up with a start, for the accent was too truly Korean to ever come from a Japanese. 'I thought you had come from the Rising sun,' I said, 'but it is evidently Morning Calm instead, is it not?' 'I am a Korean,' was the answer, 'and we've met before, if I mistake not, in Prince Biwa's rooms in Tokyo four years ago, when I recalled the face and name, Kwon Yung-chin. He had been an exile five years, had been branded as one of the wickedest and most influential of all the rebels, had formerly been police commissioner of the capital, and had gone to Japan in January, 1896, just before the fall of the Kim Hongsun ministry."

"In surprise I asked, 'Where are you going?' 'Back with a message to my country,' was the answer. 'They'll take no message from you but your head.' 'That's what I mean to offer,' was his answer. 'I am going back to give myself up. They regard me as guilty of death, and will undoubtedly behead me, but through my death there is a plan to save my country.'

"I left the subject and called up other things, in order to find if the man was mad, but a more sane, intelligent gentleman in these respects you might travel far to see. He was posted on the subjects of the day, spoke of the anger which had eaten the vitals of the Transvaal, and of how one selfish Kruger had ruined a whole country. He touched on points of history here and there, calling attention to Westerners such as Nelson, who had given his life for his country. 'All this goes on,' he said, 'while we in the East sit in selfish contentment and see our country die. These years and I have been in Japan have been years of plenty. I have many friends, but while I live Chosen (Korea) dies. It was not so with Shakanmuni; he left his palace and became a poor man. Jesus of Galilee elected to die on the cross for the sins of the world. These were acts of the gods, but we men have little ways in which we can imitate. My people look upon the ruling classes as altogether selfish. To die for one's country they never heard of, and to see such a thing will cause even the dullest to think, and it is to wake my countrymen that I die. 'Surely you will not die! Let's meet again in peace. God will watch over you, and I live and live. When you pray, remember me,' was the request."

"The steamer anchored at Chemulpo. A telegram was sent to police headquarters: 'I am here, Kwon Yung-chin; you may arrest me; my life is yours.' He was at once arrested and hurried up to the capital, where he now lies in his noisome prison, awaiting sentence."

He said to me, 'I have no other life to follow.' We certainly have fallen upon odd days in the history of Korea."

Letters to The Editor.

THE HERA RESCUE.

Sir: Your correspondent "Fair Play" could only have troubled writing a further description of this event to avail himself of the opportunity of inserting the vindictive sentence, "And since Mr. Stanley Spain poses as the gallant hero of that occasion, I take the liberty of stating."

I state positively this gentleman never "posed" by writing, inciting anyone to do so, or in any way whatever causing the publicity imputed to him by "Fair Play." And I am in a position to state with equal certainty that when he read the original report you published, he was exceedingly annoyed and indignant at having his name inserted, and insisted to its publisher—that the other persons named were, equally with him, entitled to any credit for the expedition. Mr. Jacobson's boat certainly was the only one available for such a gale as was blowing. As for the calling for volunteers, that is a figure of speech on such an occasion with such men looking on. As also the accident of who was first or second in getting on board out of a small boat, "Fair Play" graphically describes the many difficulties arising from a ship wholly on fire, when carrying a cargo of hundreds of tons of nitrates, and the intense heat on board, rendering it impossible to save anything but men's lives. "Fair Play" then states: "Mr. Jacobson was man enough to furnish all

Hickman-Tye Hardware Co.
Importers of
IRON-STEEL HARDWARE-PIPE FITTINGS
CUTLERY, GARDEN TOOLS, LAWN MOWERS AND RUBBER GOODS.
MINING AND MILLING SUPPLIES A SPECIALTY.

32 and 34 Yates Street, Victoria, B. C., Telephone 59
P. O. DRAWER 613.

the poor shipwrecked mariners a new suit of warm underclothes, and furnish them with meals and a place to sleep in until the Willapa arrived to take them to Victoria, as witnessed by me, as I was at Mr. Jacobson's at the time. This is a very correct statement. The warm underclothes, meals, etc., were amply supplied at Mr. Jacobson's hotel and store; in fact I could not gain say it did I wish to do so, for I saw his account receipted for nearly \$70, paid him by the American government, through sharp for the outfit of food and clothing for the men, and the cost of attending the funeral of our late brother Tios, Tronco, P. G. M.

Members of Vancouver-Quadra Lodge, No. 2, and of the Masonic Temple, Douglas street, on Tuesday, July 3, at 2:30 p.m., sharp for the purpose of attending the funeral of our late brother Tios, Tronco, P. G. M.

By order of the W. M. B. S. ODDY, Secretary.

TEACHERS WANTED.
Several teachers are required to fill vacancies in the Victoria Schools; one of whom must be specially qualified for primary work. Salaries from \$600 to \$750, according to qualifications. Applications must be in the hands of the secretary not later than July 10.

F. H. EATON, Sec. Trustee.
Victoria, June 30, 1900.

VICTORIA THEATRE
MONDAY JULY 2nd.

Gideon's Big
Minstrel Carnival
AND
Nashville Students

45—MINSTREL STAIRS—45
2—BIG BANDS—2
PICKANNINNY DRUM CORPS.

Travelling in its own train of Pullman Cars.
12 Comedians. 10 Solo Singers.
10 Dancers. 8 Big Olio Acts.
Prices, 25, 50, 75c, and 1.10.
Seats on sale at Victoria Book & Stationery store.

WANTED
After midsummer holidays, teacher with a family, for Galliano public school. Apply H. Macklin, Galliano P. O.

1367 1900
DOMINION DAY CELEBRATION
VANCOUVER, B. C.
Monday and Tuesday, July 2nd and 3rd.

TWO GRAND GALA DAYS
Grand Decoration Parade, Bicycle Races, Championship Races, Lacrosse, Football, Sports, Horse Races, Aquatic Sports, Fireworks and Illuminations.

HORSE RACES—\$2,000 IN PRIZES.
SPECIAL EVENTS—Dominion Day Handicap and Vancouver Derby.
Geo. Bartley, Mayor J. F. Garden, Chairman.
God Save the Queen.

Canadian Pacific Navigation Comp'y.
LIMITED.

Dominion Day
At Vancouver.

The C. P. N. Company will issue Round Trip Tickets to Vancouver, good to go on Sunday and Tuesday, July 1st and 3rd, at 7 a.m. and Sunday and Monday, July 1st and 2nd, at 12 p.m.

Returning from Vancouver up to and including Wednesday, July 4th, at 1:30 p.m.

Fare for Round Trip, \$2.00
7 o'clock a.m. boat will leave from Outer Wharf. 12 o'clock p.m. boat will leave from Inner Wharf.

C. S. BAXTER, G. P. A.

Hall Mines Limited
IN LIQUIDATION.

TO SHARE WARRANTS HOLDERS
Special resolutions for liquidation and reconstruction were passed at an extraordinary general meeting held on the 12th of April last, and confirmed at a further meeting on the 20th of May, and in conformity therewith a new company has been registered under the name of the Hall Mining & Smelting Company, (Limited) having a capital of \$25,000 in ordinary shares of \$1 each.

As liquidator of the old company, I give notice that the agreement for the transfer of the assets of the old company to the new company, which was submitted to and approved by the said extraordinary general meeting, has now been executed and is dated the 8th of June 1900. Holders of ordinary shares in the old company are entitled to claim as of right an allotment of an equal number of ordinary shares of \$1 each in the new company with 125 per share credited as having been paid up thereon. Forms of claim for signature can be obtained at the offices of the Hall Mining & Smelting Company, Limited, Nelson, British Columbia, and in order to be effective the same must be forwarded so as to reach the office of the new company, No. 1 Leadenhall Street, London, E.C.3, England, not later than Friday, 27th July, 1900.

A. E. ASHLEY.

No Gripe, Pain
Or discomfort, no irritation of the intestines—but gentle, prompt, thorough healthful cleansing, when you take

Hood's Pills
Sold by all druggists. 25 cents.

MILLS AND SHIPYARD, BENNETT, B. C. HEAD OFFICE, LUMBER YARDS, ETC., VICTORIA, B. C. WHITE HOUSE, Y.T.
VICTORIA-YUKON TRADING COMPANY, Limited
BENNETT AND WHITE HORSE, MANUFACTURERS OF ROUGH AND DRESSED Lumber, Scows, Boats, Etc.
BUILD THE WELL-KNOWN V. Y. T. SCOWS, Which have scored perfection in carrying freight to Dawson during seasons '98 and '99. As the present manager has charge of this department during 1899, designed the new popular V. Y. T. standard model, and practically inaugurated the new building industry at Bennett, purchasers can depend on obtaining the best article in the market, and at bottom prices. SIZES OF SCOWS, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100. RIGGED, CONSTANTLY ON HAND. A full stock of rough and dressed lumber, as well as all other building material carried at Bennett and White Horse. A large stock of Nails, Tin, Granite and Enamel Ware, Building Paper, Tar Paper and Window Glass at wholesale prices. When in Bennett, call at our branch office, near depot; cross the bridge and call at the works, look us up, or use the telephone at Bennett, News Stand.

FRED. G. WHITE, Manager.

NEW ADVERTISEMENTS.

CLASSIFIED ADVERTISEMENTS ONE Cent Per Word Per Insertion. One No Advertisement Inserted for Less Than Twenty-Five Cents.

WANTED.

WANTED—To purchase contents of small house. L. M. this office.

WANTED—Small gasoline or gas engine; also a small screw cutting lathe. Corner A 2505 Quebec street, Mount Pleasant, Vancouver.

WANTED—Young man for dry goods store, must have experience. Apply Argyle street, 130.

WANTED—Teacher, with family, for Hornby Island school. Apply to W. B. T. Grant, secretary, Hornby Island.

WANTED—Purchaser for \$1,000 worth of debentures, bearing 10 per cent. interest, payable bi-weekly. Security for interest and interest first-class. Address P. O. Box 112.

WANTED—First class boarders; fine situation; every modern convenience; close to cars; private sitting rooms; if desired, terms moderate. Knowle House, Head Street, Esquimalt road.

WANTED—An experienced girl at the Cololint blindery.

HAVE YOUR BOOTS AND SHOES repaired by C. Nangle, the prize boot and shoemaker, 56 Fort street.

FOR SALE.

AUTOMATIC BANJO—I am prepared to dispose of exclusive rights of use of an automatic banjo for Maland, Vancouver Island and Yukon Territory; a big money maker; can show phenomenal profits. Address J. A. Banfield, this office.

FOR SALE—Superior family cow. Inquire at Outer wharf.

FOR SALE—In the vicinity of Duncans, V. B. C., two-story dwelling houses, North end, residential properties, in blocks of 2 1/2 to 20 acres; unimproved land, good situation. Apply J. H. Whitmore, Duncans Station, V. I.

FOR SALE—Corner store and dwelling above, situated at Spring ridge, \$1,200. Also two-story dwelling houses, North end, Spring ridge, containing 6 rooms each at \$600 each. Or the whole of the above properties will be sold for \$2,400. A. J. Star & Co., 50 Government street.

FOR SALE—Standard bred roadster, 7 years old, quiet, fast, stylish, good action and thoroughly sound; also set of light oak tanned, rubber mounted buggy harness, nearly new. Can be seen at McNeill's stables, St. Louis street.

FARMS FOR SALE—\$4,500 and \$35 each, also a large dwelling, orchards, etc. See ad. and timber. Inlet, B. C. Railway, 6 miles from city. Terms easy. Apply H. M. Graham, 41 Government street.

FOR SALE—That desirable property known as "Maplecroft," facing Dallas road, between Menzies and South Turner streets, lots 120x240, two stories and basement, large bathroom, nine furnished rooms, with modern improvements. Furnished with a full set of furniture, electric light, heated by hot water; original cost \$30,000; my price \$15,000. Suitable terms can be arranged; premises open to inspection. J. Fred Hume.

TO LET OR LEASE.

TO RENT—A large house, suitable for boarding house or large family. Address P. this office.

TO LET—Modern offices and stores in MacGregor block, opposite Dillard hotel, possession July 15. P. C. MacGregor, 92 Government street.

TO LET—Upper flat of the Lewis building, 46 Yates street; suitable for offices or housekeeping. Apply to Lewis Lewis, 65 Pandora street.

COMFORTABLE furnished front rooms, with use of kitchen if required.

TO LET—Housekeeping rooms, single or en suite, 10 Douglas street.

TO LET—A small furnished cottage, \$7.00 per month; also, cottage of five rooms, with bath, \$8.50, including water. Apply Lee & Fraser, Tronco avenue.

TO LET—Furnished housekeeping rooms, with use of bath, at Elmsford House, 104 Pandora street. Apply 97 Quadra St.

TO LET—FURNISHED rooms, single or en suite, 182 Fort street.

TO LET OR LEASE—The Commercial Hotel, Douglas street, on easy terms. Apply to R. Porter & Sons.

TO LET—Nicely furnished four-roomed cottage. Apply 39 Princess avenue.

TO LET—A desirable cottage, Craigflower road, only ten minutes from car line, rent \$7.50. Apply 34 John street.

MISCELLANEOUS.

DAWSON AND BENNETT—Sole agency for the North can be secured on English publications just arriving; must take hold of stock; good margin. Apply H. this office.

B. A. CAMBRIDGE, England is willing to take one or more pupils to coach for college or school entrance examinations in country; Baiting, sea bathing fishing, etc. Apply Cambria, this office.

"DANDERING"—The hair producer, has arrived at Mr. C. Kosche's, 55 Douglas street, near Fort.

SIOHTHARDT SCHOOL—16 Broad street. Individual instruction in shorthand, type-writing, book-keeping.

REMOVAL NOTICE—Madam Heller has removed her dressmaking parlors from Spencer's Arcade to over B. Williams & Co.'s clothing store, 40 Yates street.

KINDERGARTEN and Primary School re-opens April 23rd. Miss Grace Stanfield.

LODGES AND SOCIETIES.

VANCOUVER & QUADRA LODGE, No. 2, A.F. & A.M., meets 3rd Wednesday of each month—Masonic Temple, 80 Douglas St.—8 p.m. A. MAXWELL HUIR, Secretary.

SONS OF ENGLAND—Alexandra Lodge A.O.U.W., hall, 2nd and 4th Thursday, 8 p.m. Regular meetings.

ADVERTISE IN THE COLONIST

Friday, July 6th.

Assisted by MONS. EUZERNE BEIRNS, the talented pianist.

Under the Management of Mr. W. A. Lucas. The box plan will be opened Tuesday morning at Lombard's music store, 31 Fort street. Admission, 75 cents; reserved seats, \$1.00.

DIED.

TRONCO—At his residence, Menzies St., on the 30th June, Thomas Tronco, a native of Truro, Cornwall, England, aged 87 years.

The funeral will take place on Tuesday, July 3, at 3 p.m. from the residence as above.

Friends will please accept this intimation.

Along the Waterfront

Excursionists Seem Most in Evidence—Hundreds Go to Vancouver.

Queen City and Tees Sail—Barks Brussels, and Charles Crocker Arrive.

The excursionist invaded the waterfront yesterday. In the afternoon the steamer City of Nanaimo carried a great crowd across the Straits to Port Angeles. Last night at 10:30 the steamer Alpha, which had arrived a couple of hours previous, carried a full complement to Vancouver.

About two hours later the Yosemite sailed, with all her staterooms occupied and with excursionists lined in impromptu berths under the tables and in convenient nooks. On the steamer Tees, which was not a unit of the excursion fleet, there were also many excursionists—the overflow from the other steamers. The Yosemite carried among her passengers the members of "A" Co., R. C. R., who marched from their barracks at Hospital Point to the steamer about 8:30 p.m., and their soldierly appearance attracted much attention. The "garrison" goes to assist in the celebration of the Dominion's natal day at Vancouver. Another steamer which left for Vancouver last night was the City of Nanaimo, which, after landing her returning excursionists at about 8:30, left some time afterwards with Lieutenant Governor Joly de Lotbiniere, Premier Dunsmuir and party.

The excursionists who went to Port Angeles yesterday afternoon returned two short. These were two of a party of three, who shall be nameless. The trio were "doing" the City of Angels, and incidentally, "allway" boomers, watching a horse race on the main street, and otherwise seeing all that was to be seen, when the steamer gave her last tour prior to casting off her lines. One of the trio was more speedy than the others, and he got there as the steamer was pulling out from the wharf. He jumped—the distance was but a few feet—and landed safely. He puffed and then turned. The steamer was then about thirty feet from the wharf.

"Great Scott!" he exclaimed, as he saw the distance, "what a jump! It's a good thing the others didn't get down, for they could never have done it."

These two, who may be led on the outer wharf when the City of Angels comes in this morning, will probably come back on the Garland.

In connection with the sailing of the excursion steamers Alpha and Yosemite, a local transportation man tells the following: When it was announced that the Alpha would sail, the rate on the Yosemite was made \$1 for the round trip, instead of \$2, as was intended. The people running the Alpha did not know this. They got dodgers printed, telling of their special rate of \$2, and hardly had the boys started to place these dodgers where people most do congregate, than a man came along with dodgers in red, and the special rate of \$1 for the round trip by the Yosemite—and the Yosemite carried the bigger crowd. There were close on 500 on board her, while a third as many went by the Alpha.

JAP WANTED.

The Capture of an Oriental May Mean From \$300 to \$1,000 to Dodwell & Co.

Managers, clerks and employees of the Seattle office of Dodwell & Co., are looking for a Jap whose recovery means escape from a fine of from \$300 to \$1,000 at the hands of the United States government, says the Seattle P.I. The Jap made his escape from Yesler dock Tuesday night. He and a score of others came over from British Columbia on Dodwell & Co.'s steamer Victorian. While yet in the custody of the steamer and dock officials of the company the little brown man got away. He ran like a scared wolf. Then there went up a demand from the government immigration agents that the body of the Oriental be brought into their presence. But the fugitive Jap is nowhere to be found. He evidently labors under the impression that he stands a good chance of being deported so he has thus far eluded the searchers.

Meanwhile Dodwell & Co. must, failing to apprehend him, pay such fine as the government sees fit to impose for bringing an immigrant into the country. The smallest fine that can be imposed, it

HAVE YOU HAD OUR PURITAN EXTRACTS

SHOWN YOU? If you haven't, please ask the salesman. He will know that you want the best goods.

Our Dominion Day visitors who like Ceylon and India Tea of the finest grades should obtain a supply of **STAR OF INDIA** Before Leaving

Any Grocery. 35, 40, 50, 60c. per lb.

We have entered upon the manufacture of Baking Powder with a desire to please the customer by furnishing a first-class powder at 25c. per pound.

There are None Better Than **GOLDEN CROWN.**

Wholesale agents for "CANADA ROCK" BRAND, "VERMONT" MAPLE, "NEW ENGLAND" MAPLE

HILL'S PURE MAPLE SYRUP. WM. TUFTS & SONS, Vancouver.

Some exceedingly fine grades of Indian and Ceylon Teas are now to hand, in half chests. Samples and prices to the trade on application.

Wm. Tufts & Son VANCOUVER, B. C.

LUMBER

Lake Bennett, Caribou & Closeleigh

SCOWS AND BOATS BUILT TO ORDER. Special Accommodations for Parties Building Scows, Etc., at Mill. Board and Material Furnished.

FOR PARTICULARS APPLY TO MILL-HAVEN LUMBER CO., Mill-Haven, Lake Bennett P. G. COPELAND, H. ANDERSON, S. BONNETT, Caribou

was stated yesterday at the customs house is \$300 with a maximum of \$1,000. This Jap and four others of that particular crowd have been ordered deported. The quartette custody will probably be returned to Victoria to-day.

Some days ago the Great Northern Smith cove dock officials had an exciting chase after a Japanese stowaway on the Nippon Yusen Kaisha liner Idzumi. The Jap snuggled aboard the vessel at Victoria and as soon as the steamer tied up at the Smith cove dock he dashed down the gang plank and past the customs officers. Then the chase set in earnest. Five or six officers went in hot pursuit. The Jap meanwhile ran for dear life. He circled around the big warehouse, hid behind bales of cotton and kept beyond the reach of his pursuers for fully half an hour. But he was finally cornered and is now held for deportation.

WINDJAMMERS ARRIVE.

The Brussels Reaches Port From Liverpool and the Charles F. Crocker From Salaverry.

When the bark Brussels, a British vessel of 907 tons, carrying a full cargo of general merchandise, mostly wet goods, arrived from Liverpool yesterday morning from which port she sailed on January 20th, two days before the Imberhorne, her crew thought—for one brief minute—that she arrived simultaneously with the larger craft, but the pipe soon went out.

The Imberhorne was being towed to Vancouver by the tug Lorne as the Brussels sailed into the Royal Roads, and it looked as though she was just being towed from England. The crew were congratulating themselves on the fact that even if they did leave two days before the other vessel, they had arrived on the same day. When Capt. Tonkin came ashore, though, he soon found that his vessel was "an also ran" in the ocean race from Liverpool. The Imberhorne having arrived on the 23rd and had beat on the Brussels ten days. The Brussels which had an uneventful trip came into the outer wharf yesterday. She will commence discharging on Tuesday.

Another arrival from the ocean yesterday was the barkentine Charles Crocker, which sailed from Salaverry, Peru, with a cargo of sugar in the raw material for the B. C. Sugar Refinery, on May 2nd. Capt. Dwyer reports that he experienced a succession of calms, the trades that should have wafted him along not being in the business. He had hardly a breath. It was a succession of the lightest of winds to the latitude of San Francisco and from thence north to port he had a good following breeze. The Crocker has been chartered to load lumber at Chemainus.

The Rimco, one of the coal fleet coming from Cardiff with coal for the navy, is being looked for by the pilots. She is now due.

WELL LINED WHARVES.

Much Shipping in Evidence Along the Water Front—Wharves Show a Busy Appearance.

The wharves of the inner harbor were lined with shipping last night from end to end. Above the bridge the Thistle lay at her wharf, and below the bridge there was the R. P. Itihet from the Fraser, the Queen City preparing to leave for the coast, the Tees preparing to sail for Naas, the City of Nanaimo preparing to sail for Vancouver, the Yosemite loading excursionists, the Islander, and the Daube, while at the outer wharf were the Alpha loading excursionists and the bark Brussels.

FOR WEST COAST.

The Queen City Takes Up Material for the Development of the Wreck Bay Mines.

Steamer Queen City sailed last night for Kynokut and way ports on the West Coast. She carried thirty thousand feet of lumber for the black sand placers of Wreck Bay, and on the next trip will take another large consignment. This lumber is to be used in the building of the flume to carry water for hydraulic purposes. The scarcity of water has been the greatest drawback heretofore to the development of the properties and when the flume is completed—carpenters went up the stream to construct it—work will be begun to separate the gold from the sand in earnest. Heretofore the development work has been carried on under great disadvantages, only a small gold saving machine being used, but even with the lack of appliances and water much gold has been taken out. The sum of four hundred dollars was shipped down from the property at short time ago. The Queen City on this trip extends her voyage to Kynokut for the purpose of bringing down the wives and families of the sealing men who went up on the schooners.

ANOTHER NOME WRECK.

Bark Mercury the Latest Northern Victim—The Wreck of the Bark Hunter.

Steamer San Blas has returned from Cape Nome, bringing news of the wreck of the bark Mercury, which carried the most valuable cargo sent North this year. No particulars. All hands are said to have been saved. The wreck occurred below Nome on the beach during the storm.

A passenger on the steamer Tacoma, writing by the San Blas, in a letter dated June 12, tells of the wreck of the bark Hunter, which left Seattle on May 6, bound for Nome.

THE TEES SAILS.

Japanese Cannery Employees Set a Fashion by Taking Up Baggage.

Steamer Tees sailed last night for Naas, the Skeena and cannery points. She carried a number of passengers and a good showing of freight. Among those who went north in her were a number of Japs who go up to some of the canneries. These Japs are setting a new fashion among their traveling countrymen. They had baggage. According to an officer of the

steamer many have gone up on the vessel, but this is the first contingent that has had more baggage than a paper collar and a toothpick. While the Chinese usually carry big damage bags, alarm clocks, pigs, chickens and a goodly supply of goods when they go to the canneries, the Japanese usually travel without any effects save those that can be put in their pockets.

TO BE REPAIRED.

The Mudlark To Be Taken Around to Esquimalt and Hauled Out on the Marine Ways.

The dredger Mudlark, which for some two months has been scooping mud from various points in the harbor came in to the customs wharf on Saturday night and this morning she will probably be towed around to Esquimalt to be hauled out of the marine ways for repairs and overhauling. It is said that the seams of the dredger are not as watertight as they once were and the hull has let in the water more or less of late, hence the visit to the repair shop.

MARINE NOTES.

The auxiliary yacht Chinook, owned by Rev. Mr. Nixon of Denman Island, which was anchored in James Bay during last week, went home yesterday. The yacht is one of the best that has visited here since that time.

Steamer Queen is due from the North on the 5th.

In the Van Of the Army

John A. Ewan Describes the March of Roberts Towards Pretoria.

Like a Huge Armor-Clad Beetle the Army Advanced North.

From the Toronto Globe.

Kroonstad, May 14.—Well, you can see that we Canadians, while not yet in Pretoria, are boring our way up in that direction. We are the active antennae of a vast insect, the body of which has been moving along the roads which run parallel to the railway, with legs thrown out on either side ten or fifteen miles. Gen. Hutton's brigade of mounted infantry, of which A. B. C. and D Squadrons of the Canadian Mounted Rifles are important component parts, are, as I have said, the feelers of this horned, armor-clad, myriad-footed beetle, which has bored its way through the Free State, and for the second time has occupied a capital and seen the coat-arms of a fleeing ruler disappear round the kopje with the other. One of the fifteen-mile legs of the millipede is the Royal Canadian Regiment of Infantry, which helped to scout the country from Thaba N'Chu northward, and has now come in and gone into camp with us. Gen. French's redboubt of ten thousand men, and the other eastern legions which came in and circled round the flank of Kroonstad. But our business is with the tentacles and body of the beast. The plan of campaign in a few words. The chief difficulty of the campaign was to force the monster of the war along. Our Boer friends in retreating northward took care to blow up every bridge on the railway, and even in places to blow up the rails. Our engineers had to laboriously follow them and attempt to mend these gaps, and what they accomplished in this respect will be one of the most striking stories of the war. It is easy to bang a few cases of dynamite against the piers of a bridge and blow into ruins work that had taken many months of labor to put there. Seeing one of these ruined structures trembling over gorges, the spectator was inclined to say: "Well, that puts that road out of business for some time." It is remarkable, however, the way in which Col. Grouard and his corps of engineers overcame the various difficulties. Where the piers were not too effectively destroyed they were torn down by the use of the most powerful explosives (the sleepers in this woodless country are iron), laid cross-cross on each other. In where the piers were too completely destroyed to permit of this, skillful diversions were made down into the bed of the streams, which are almost dry the greater part of the year.

The main body pushed up the railway, accompanied by an enormous convoy, which piled back and forth to whatever point was at the moment the northern terminus. The length of this convoy was simply amazing. One could leave miles of it in the rear, make an ordinary day's journey through it, and still apparently have miles of it ahead. It was a more amazing spectacle even than the legions of mounted and dismounted men who swarmed over the veldt.

A few miles in front of the main body were the antennae—General Hutton's brigade. Their role was to feel the way, to clear the road, to find the enemy, to strike him, to pierce the unfriendly bosom of the insignificant tree growths of this land can scarcely be called woods, and generally find out if there was a safe path for the advance of the main body. The instructions to the advance were when finding the enemy to retire and wait the advent of the main body. When that arrived the antennae made a wide circle to right or left and began threatening the flanks of the enemy. Our experience was that as soon as this was done the foe became nervous and fled with some precipitation.

The result is that we have been driving him before us for a hundred miles, namely, from Brandfort to Kroonstad. We have had the spectacle of bridges and culverts being blown up full in our view three or four miles away by the retreating burghers. As we advanced we were told by prisoners that a great stamp was to be made at this, that or the other place, but always when we came to it

C.P.N. Co., Ltd., Steamers

Will leave Turner, Beeton & Co.'s wharf for DYEA, SKAGWAY, WRANGEL

(Carrying Her Majesty's Mails) as follows: AMUR.....June 27 July 11, 25 DANUBE.....July 4, 18

At 5 o'clock p.m. AND FROM VANCOUVER ON FOLLOWING DAYS. For freight and passage apply at the office of the company, 64 Wharf street, Victoria, B. C. The company reserves the right of changing this time table at any time without notification.

LOW WATER

Yukon River and still falling

DO NOT BUY THROUGH TICKETS.

It costs the same, and buying from point to point you are enabled to take first steamer, as well as taking advantage of any cut there may be made in rates. BOOK LOCALLY.

APIOL & STEEL

Superior Bitter Apple, Pili Cocain, Order of all Chemists, Post free for \$1.00 from EVANS & SONS, Ltd., Victoria, B.C.

A REMEDY FOR IRREGULARITIES of the Menstrual System, Rheumatism, Neuralgia, Headache, etc.

the word was "scuttle" just as soon as our main body came within striking distance. But all agreed that the big engagement of the war would take place at Kroonstad. It is a strong position, and its connection with the history of the Free State lent a glamour of sentiment to it as a fitting place for a last fight for the integrity of the republic. The resistance was, perhaps, a little more stubborn than anywhere else, and some unfortunate casualties had to be suffered by our commands, but otherwise it presented the same features of skirmishing, shelling and retreating. Between Zand river and Kroonstad there was but one more of these assaults, namely, at Boschrand, a magnificent position, for defence, where they had half-heartedly dug a few trenches, and the town itself President Steyn (in official documents it is spelled Steyn, and is pronounced Stain) had determined that the burghers should put up a fight, but he could not persuade them even with blows to stay in the great drift by which the river is crossed to gain success in the towing of the southward. It is credibly informed that he stood in the drift driving the burghers back to their duty with a sjambok (a short whip). One old burgher whom he struck over the head with the ignominious weapon threw off his coat and challenged the President to fight, and told him that he was the man who had ruined his country. This was what we are told, and in proof it is said that an enterprising snapshotter "took" the President in the very act of plying the sjambok on his retreating countryman.

Cronje's fate weighs heavily on their spirits, and they are not alone in their silence, freedom and domestic seclusion of the veldt regard with horror the idea of an exile's prison on an island far across the ocean. For the purpose of discounting this gloomy view of the fate of Cronje's men the leaders have been industrious in circulating the story that the chief feature of the ocean in their mind is the fish it contains. They therefore say that the Paardeberg prisoners have gone to catch fish. This never fails to evoke laughter. A number of prisoners were having an audience with Lord Roberts the other day, and one of the speakers sprang the story, and his brother Boers grinned and sniggered. The little commander, not being "on," looked about with surprise until the meaning of the witticism was explained to him by a member of the Intelligence department.

Then he grinned grimly. Thinking about prisoners, they have been coming in to us in job lots—giving up rifles and bandoliers, and their horses, which they thought to keep, have been immediately commandeered. In front of the court house here for the past two days there has stood a great crowd of Lord Roberts' men, and they were mounted and armed. After a brief interview they started across the veldt to Lord Roberts' headquarters, some miles away, in charge of a sergeant, who did not even take the precaution of disarming his prisoners.

PERSONAL.

A. S. Farwell, of Nelson, is in the city on a brief business visit. He is registered at the Oriental.

Registered at the Dominion are Louis Adams and wife, Seattle; Mr. Banks, Winnipeg; Mr. Cameron, Seattle; and Arthur Crane, Whitehorse.

Robert Greig, of Toronto, is a guest at the Delriad.

W. Pellet-Harvey came over from Vancouver on the Islander yesterday. He is at the Delriad.

E. W. Elman, of San Francisco, is stopping at the Delriad.

Mr. and Mrs. H. S. A. Stewart and Henry Stewart and nurse, comprise a party from Pittsburg, who are at the Delriad.

Wm. Thos. Marshall of Lansdowne, B.C., is a patient at the Jubilee hospital.

William Denny has almost entirely recovered from his recent severe illness. He was out yesterday for the first time since he was taken ill.

R. P. Itihet arrived from San Francisco yesterday, and is a guest at the Dallas.

Major Perry, of the N.W.M.P., of Vancouver, is at the Dallas.

Among the guests at the Hotel Dallas are G. H. Pinckard, W. T. Coles and Miss Coles, London Eng.; J. E. Shorter and Miss Shorter, San Francisco, and A. Waterhouse of Alberni.

The choicest club whiskey is Jesse Moore "A.A." and in club life it is in great demand.

He stopped, he said, in Ladysmith. While waiting for relief, And longed with eager yearning for A little horseless beef.

You hardly realize that it is medicine, when taking Carter's Little Liver Pills: they are very small, no bad effects, all troubles from torpid liver are relieved by their use.

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BOOK EXCHANGE. CASHMORE'S, 103 Douglas street; buys and exchanges all kinds of books and novels.

BAKERS AND CONFECTIONERS. M. R. SMITH & CO., Victoria, B.C. Manufacturers of all kinds of Plain and Fancy Biscuits and Cakes.

BILL AND RENT COLLECTOR. C. F. MOORE, Notary Public, etc., 122 Taunton street.

BUILDER AND GENERAL CONTRACTOR THOMAS CATERALL—16 Broad St., P.O. Box 648; office fittings, wharves repaired, etc.

DRAYMAN. JOSEPH HEANEY, Truck and Drayman—Office 26 Yates street; stables 110 Superior street; Telephone 171.

HARDWARE. E. G. PRIOR & CO.—Hardware and Agricultural Implements. Cor. Johnson and Government.

HICKMAN TYB HARDWARE CO. LTD.—Importers of iron, steel, hardware, pipe fittings, cutlery, etc. Mining and milling supplies a specialty.

IRONWORKS. VICTORIA MACHINERY DEPOT CO. Ltd., (late Spratt & Gray) Engineers, founders, suppliers, etc., 17 and 15 Work street. Telephone 570.

LIVERY AND TRANSFERS. VICTORIA TRUCK & DRAY CO.—Telephone 13.

STEAM COFFEE AND SPICE MILLS. STEINER & EARLE, Coffee, spices, mustard and baking powders. Pembroke st., near Government.

NOVELTY WORKS. L. HAFFER, general machinist, 150 Government street.

PLUMBERS. E. F. GEIGER, sanitary plumbing, gas and hot water fitting. Tel. 223.

ENGINEERS, FOUNDERS, AND BOILER MAKERS. MARINE IRON WORKS—Andrew Gray, Engineers, Founders, Boiler Makers, Pembroke street, near Store street. Works telephone 681, residence telephone 100.

PHOTOGRAPHERS. PHOTOGRAPHIC SUPPLIES.—R. Maynard, 41 Pandora street.—All kinds of photographic material for amateurs and professionals; Kodaks, Pocos, Koronas, Primos, etc. Same block Mrs. R. Maynard's Art Studio; also views of British Columbia and Alaska for sale.

Same block—Maynard's Shoe and Fling store, 41 Pandora street; boots, shoes, leather and shoe findings; "K" boots a specialty.

WHOLESALE AND RETAIL BUTCHERS. L. Goodacre, Contractor by app't to Royal Navy and Dominion Government. Tel. 32.

STEAM DYE WORKS. FAISLEY DYE WORKS—Tel. 410. The reliable. Established 1881, 114 1/2 Yates street.

BRITISH COLUMBIA.—Tel. 200—Largest estb., country orders solicited, 141 Yates street.

SCAVENGERS. ED. LINES, General Scavenger, 236 Yates street. Orders left at Speed Bros., cor. Douglas and Fort streets; Schroeder Bros., corner Michigan and Menzies will be promptly attended to.

PETER HANSEN, City Scavenger, teamster and wood dealer. Building sand and gravel for sale. Address, 49 Discovery street. Telephone 184.

AUCTIONEERS. JOHN RANKIN, Hastings street. AUCTION ROOMS AND STOCK BUYER.

BANKS. BANK OF MONTREAL. BANK OF BRITISH COLUMBIA.

CANNING SUPPLIES. JOHN LECKIE, 632 Granville street.

ELECTRICAL SUPPLIES. CANADIAN GENERAL ELECTRIC CO. LIMITED, Vancouver. Electrical Supplies.

MILLERS. THE BRACKMAN & KER MILLING CO. Ltd., mill stuffs, etc.

WHOLESALE DRUGGISTS. HENDERSON BROS.

HARDWARE. THOS. DUNN & CO., Ltd., 8 and 10 Cordova street.

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THROUGH LINE SKAGWAY TO DAWSON. Two first-class steamers daily between Skagway and Bennett, B. C. Ten first-class steamers operating between White Horse and Dawson. Through telegraph service, Skagway to Dawson and intermediate port nts.

SKAGWAY IS THE GATEWAY TO KLONDIKE AND CAPE NOME GOLDFIELDS

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Canadian Pac Navigation Co. Ltd. WHARF ST., VICTORIA.

Time Table No. 51.—Taking Effect June 15th.

Victoria to Vancouver daily except Monday, at 7 a.m., Vancouver to Victoria—Daily at 1:30 o'clock p.m., or on arrival of C.P.R. No. 1 train.

Regular freight steamers will leave Victoria at 12 p.m. on Sunday, Tuesday and Thursday, and Vancouver at 12 p.m. on Wednesday and Friday.

NEW WESTMINSTER ROUTE. Leave Victoria for New Westminster, Ladner, Lulu and Islands—Monday, Wednesday and Friday at 7 o'clock. Leave New Westminster for Victoria and Way Ports—Tuesday, Thursday and Saturday at 7 o'clock.

NORTHERN ROUTE. Steamships of this company will leave for Port Simpson and intermediate points, via Vancouver, every Sunday at 11 a.m.

ALASKA ROUTE. Steamships of this company will leave every Wednesday for Wrangell, and Skagway at 8 p.m.

BARCLAY SOUND ROUTE. Steamer leaves Victoria for Alberni and Sound ports, on the 1st, 7th, 14th and 20th of each month, extending latter trips to Quatsino and Cape Scott.

The company reserves the right of changing this time table at any time without notification.

G. A. CARLTON, General Freight Agent. C. B. BAXTER, Passenger Agent.

MONDAY, JULY 2, 1900.

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One year \$8.00
Six months 3.00

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Six months75
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NOTICE TO ADVERTISERS.

All new advertisements and changes of
advertising being inserted
should be handed in to the business office
not later than 6 p.m. Advertising will be
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fice, but insertion cannot be guaranteed.
For urgent advertising after 8 p.m., con-
sult the night editor.



DOMINION DAY.

Thirty-three years have passed—practically a third of a century—since the Dominion of Canada came into existence as a political entity. Most of those who took part in laying the foundation of the young nation have passed off the stage. A generation has grown up, which knows nothing by experience, and little by report, of the struggles preceding July 1, 1867. To most of the voters of to-day the old issues are not even a memory. Those who are able to recall the events of the years preceding the Union will bear us out in saying that, while the history of the Dominion has been vastly different to what anyone then imagined, the position which Canada to-day occupies as a strong ally of the Mother Land is quite in keeping with what was foretold by the brilliant writers and speakers of those days.

In some respects the progress of the country has not been as great as was anticipated. There has not been such an increase of population as was looked for. The advocates of the scheme of Confederation, which contemplated the union of what were then Upper and Lower Canada, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland, took no thought of the vast and then almost unknown region lying between the Great Lakes and the Pacific Ocean. They expected that union would give a new prestige to the provinces and would attract population, and an impetus would be communicated to business which would bring prosperity. In 1865, two years before the consummation of the confederation scheme, the Reciprocity Treaty with the United States had expired, and the people of that country were so incensed against British North America for its real or imaginary sympathy with the cause of Secession, that they positively declined to renew the treaty on any terms whatever. The expansion of trade under this treaty had been very great. No other act of policy has ever led to such a proportionate advance in the foreign commerce of Canada. In passing, it may be mentioned that the negotiation of the treaty in the first place was due to a desire on the part of the Home government to allay the discontent existing in British North America in consequence of the repeal of the Trade and Navigation Act. So also the prime inspiration among the people in favor of a union of the provinces was a commercial one. Some of the politicians had other motives, and so also had the Home government. To them the discord between the two Canadas was an incentive to unite them to the other provinces, in the hope that friction might be avoided. Some of the orators of those days used to tell about what a great thing it would be to unite all the provinces for the purpose of being able on occasion to fight the battles of the Queen. We remember one writer who said that the accomplished confederation was only the beginning of a greater union which would embrace the Mother Country and all the colonies; and Joseph Howe, some years before the movement took shape, pictured in his eloquent language the great future before a United Empire. But we repeat that the commercial motive was what carried the day. At the same time there was present a strong feeling that the union was the wish of Her Majesty's government, and that to oppose it meant to display questionable loyalty.

It may be frankly admitted that the first results of Confederation were disappointing. Nova Scotia came into the union with a bad grace, because Dr. Tupper, now Sir Charles, declined to permit the people to vote upon it. Prince Edward Island declined at that time to accept the scheme, and Newfoundland held aloof altogether. New Brunswick declared first against it and afterwards for it, but was disappointed because the only result seemed to be that Montreal merchants took trade away from her own wholesale houses. A decline of the value of shipping setting in, both the Maritime Provinces suffered severely, and there was a general disposition to attribute the depression to Confederation. Ontario and Quebec were satisfied because they had got rid of a political difficulty, but there was no acceleration in the rate of progress, industrially or commercially, at all equal to what was anticipated. Meanwhile the exodus of the youth of the country continued unabated, and there was a good deal of doubt if the Union was not a colossal mistake.

The political genius of Sir John Macdonald was conspicuous in nothing so much as in his giving a new trend to popular thought. He has often been described as the Founder of Canada; but he is not entitled in any especial degree to be so ranked. George Brown shared the honors with him as far as Ontario was concerned. Sir Etienne Tache and George Etienne Cartier led public opinion in Quebec. In Nova Scotia only the unflinching determination of Dr. Tupper brought that province into line; while in New Brunswick, Peter Mitchell and Samuel Leonard Tilley divided between the credit of carrying the project to a successful issue before the voters. But to Sir John Macdonald may freely be given the fullest honor for conceiving and carrying out the statesmanlike idea of adding the Great Northwest and British Columbia to Canada and uniting them together with a railway. If the Dominion had not been committed to this policy, there is some doubt if the union of the provinces would have been continued.

We shall not enter upon the debatable ground of the tariff and its influence upon the progress of the country. Neither shall we discuss the terms upon which the Pacific Railway was obtained. These are details, and when one is taking a comprehensive view of history it is as well to close one's eyes to details. In politics, and indeed we may say in statesmanship, what is expedient is best in many important crises.

Thirty-three years of union have passed, and it may be truthfully said that the people have only just succeeded in realizing what the Dominion of Canada really is. We know now that it possesses all the elements necessary for a great nation. We now know that it is not simply a fringe upon the northern border of the United States, but a vast land, worthy of being called "the Greater Half of the Continent." Yes, and we have learned, too, that Canada produces men—men of the highest type. Great are the products of our forests, our fisheries, our farm lands and our mines; but grander than all are the products of the families of Canada, the stalwart sons of the soil, nurtured under our free institutions, entitled to hold their heads erect before the face of all the world. With such a country, and with such a people, surely there is no cause to be doubtful of the future. There seems to be reason to believe that the next year may witness the admission into union with us of the ancient colony of Newfoundland. Our fellow colonists in the West Indies desire closer connection with us. We are reaching out our hands across the Pacific to brother colonists on the other side of the world. We are girding our loins for a great movement upon the hoary civilization of the Orient. Looking back over the thirty-three years of union, while there are many things to regret and much that we may wish to forget, there is notwithstanding sufficient ground for a lively hope for the future. New burdens have been cast upon us as a part of the British Empire, but we may thank God and take courage as we go forward to fulfill our destiny.

THE REASON WHY.

Following is the official memorandum concerning the dismissal of Lieutenant-Governor McInnes. It is not specially explicit as to the causes:

"On a memorandum dated June 28, 1900, from Sir Wilfrid Laurier, stating that the action of the Lieutenant-Governor of British Columbia in dismissing his ministers, had not been approved by the people of that province, and further that in view of recent events in the said province of British Columbia, it is evident that the government of that province cannot be successfully carried on in the manner contemplated by the constitution, under the administration of the present Lieutenant-governor, His Honor Thomas R. McInnes, whose official conduct has been subversive of the principles of responsible government; the Right Hon. the Premier submits that, therefore, Mr. McInnes' usefulness as Lieutenant-governor is gone, and he recommends that Mr. McInnes be removed from the said office, and that the cause to be assigned for such removal under the provisions of section 50 of the British North America Act shall be matters set forth in this present."

The Seattle Post-Intelligencer says, that "arbitrary and unreasonable restrictions" are placed by our customs officials upon United States goods passing through the Northwest Territory to points in interior Alaska, and that United States trade generally is needlessly hampered in the North. General assertions of this character should be backed up by the citation of specific cases. Our information is that no ground exists for our contemporary's assertions; but if we are not

in possession of the facts, and our contemporary will give them to us through the medium of its columns, we shall do what lies in the power of one newspaper to have what is wrong set right. We think the business men of British Columbia will support us in this.

The tributaries of the Yukon, where it flows through Alaska, are coming to the front as gold-producers. The trade to be developed in that region will all pass through our country.

There is a very great falling off in the United States' importation of tea, and the reason given is that the duty of ten cents a pound is prohibitive. Will there be a corresponding decline in tea-drinking? And if not, what will the people drink when they think they are drinking tea?

Sir Wilfrid Laurier said in parliament the other day that he really could not understand what Mr. Tarte meant by some of his speeches. We suggest that he should take steps at an early day to find out, and in the meantime deprive his colleague of the power to make any more semi-official utterances of disloyalty.

Eastern papers now coming to hand contain considerable comment upon the recent political crisis in this province. There is naturally some difference as to details, but the consensus of opinion undoubtedly is that the solution arrived at was the only one compatible with the principles of Responsible Government and calculated to speedily restore settled business conditions.

Bryan has mentioned the iridescent Col. James Hamilton Lewis as a possible presidential candidate in the near future. The gallant colonel will see nothing improbable in that. Who that has heard him orate would not like to read a presidential message from his pen?

W. R. Hearst, proprietor of the San Francisco Examiner and the New York Journal, is about to launch a paper in Chicago. It will be called "The Chicago American." Nominally it will be an evening paper; but as a matter of fact its editions will begin at 7:30 a.m. and be kept up until 9:30 p.m. In other words, the paper may be issued at any time during fourteen hours. How many actual editions this will mean cannot be guessed. The New York Journal is said to have issued fifty editions in one day. The passion for buying newspaper extras is as bad as any other, when once it takes hold of a man.

Lieut. Herren, who has been exploring Alaska for the United States government, lost his way, did not come out where he intended, and spent a winter in the country against his will; but he maintains that he was not lost. He is like the Indian who said, indignantly: "Me no lost; wigwam lost; Injun here." Lieut. Herren was not lost; not at all. It was only the Tanana, the Yukon, the Coast, the whole blessed universe and a few other things like these that were lost. The Lieutenant was there all the time. Well, he was a plucky fellow to stick it at, and he deserves a lot of credit for he went through about the hardest country on this planet.

Reports of minor engagements may now be expected from South Africa, and they may continue to come in for some time yet. There is considerable difficulty in rounding up an enemy in the open country. Meanwhile very many Boers are voluntarily laying down their arms, and large areas of the two conquered countries are rapidly resuming their normal condition. Cape Colony seems to have been thoroughly pacified. Comparing the area over which the operations of our forces are now extended, with that which had to be covered a few months ago, we get better than in any other way an idea of the magnitude of the work that has been accomplished. The total area embraced in the field of active operations at present, including both the Orange River Colony and the Transvaal, is less than 25,000 square miles, and it is rapidly being contracted. While this is very much less than the former area of operations, it is a sufficiently wide extent of country to render the task of forcing the enemy to give battle, under circumstances when anything decisive can be accomplished, necessarily tedious.

THE CARIBBEAN.

The Beauties of a Moonlight Night on the Tropical Sea.

From Forest and Stream.

I can imagine no more charming sheet of water from which to gaze upon the splendor of a tropic moon than from the waters of the Caribbean. The Caribbean Sea is dotted with numberless small islands, which present to the eye a pleasing contrast of dark green to the blue of the sea. Each of these little islands contains one or more coconut palms, and the other trees are fairly covered with beautiful creepers carrying many-colored flowers.

Imagine, if you please, the moon peeping from behind some cloud hanging low over the islands of the sea, and then watch it sail out majestically into the blue of the heavens, lighting up the sea as if a pale-faced sun had suddenly risen and thrown over the waters the benediction of its smile. The clouds of the heavens will be rose-tinted like the dawn and shading into infinite colors and combinations of colors as far as the eye can see. The wave of the Caribbean will reflect back the clouds, giving to them the same blue-green tint natural to the sea.

One can take such solid enjoyment lying in a steamer chair, watching some beautiful cloud reflect back the varied colors caused by the brilliancy of the moon. The balmy air, laden with the perfume of spices and aromatic shrubs all strange and fascinating to one reared in a far Northern latitude, is breathed in with every passing breeze and almost makes one think he is in fairyland, that

plash, splash of the waves, rounding up and breaking in low gentle murmurs against the sides of the vessel, conduces to dreams, and ere one is aware (for the Caribbean on a moonlight night is a great place to start reveries or in which to build castles, not in the air, but deep in the azure of the sea) he is dreaming of times long gone by, reaching back in one's mind to boyhood when roaming in the meadows with sisters and brothers now long dead or far away; or else when roused from pathetic reverie he for a moment dreamily watches the glittering orb of night, apparently so close to the sea; and again, ere he is aware, he is building castles for future leveling and as well contented with his earthly lot as if realizing the projects of his busy brain; and so he sits dreamily, hardly heeding the moonlight on the waters, and now and then, with his castle buildings, wondering vaguely what lies beyond that great orb of white light and whether or not it is somehow or other connected with the sequel of life. Thus one is apt to spend the moonlight nights upon the Caribbean, for its beauty cannot be duplicated or excelled in this world. One night on its blue-green waters lighted by a tropic moon will never be forgotten, and will serve as an inspiration in many a dream.

SERVING FRUITS AT TABLE.

How They Make the Strongest Appeal to the Eye and to the Palate.

Strawberries may be served with or without the hulls. If they are hulled they must be handled lightly, and the hulls taken off just before serving time. When served with the hulls on strawberries should be neatly arranged around the edge of individual plates with a little powdered sugar in the centre of each plate. When eating take them by the stems, dip into the sugar, and eat them fresh.

Raspberries and blackberries do not, as a rule, require washing. They must be handled carefully in looking them over; being soft they are easily bruised. Arrange the raspberries on a flat glass dish, sort of tossing them up into a pyramid. One may sprinkle over a small amount of currant juice and serve them with powdered sugar.

Plums, if served raw, may be put in a flat dish or basket garnished with green and passed just as one would serve peach. They should be peeled before eating. Pears and apples may be served in the same way.

Cherries are palatable raw, but without doubt the are more digestible when cooked.

Peaches are more attractive when served in their own skins. Serve just at the right temperature, not too hot, but still not overcooked. This makes all fruits sour.

Grapes are daintier served in a flat, open basket, decorated with their own foliage.

Watermelons and cantaloupes are always best served simply chilled—not cold enough to be unpalatable and tasteless, but with no tinge of warmth.—July Ladies' Home Journal.

ABSOLUTE SECURITY.

Genuine
Carter's
Little Liver Pills.

Must Bear Signature of

See Fac-Simile Wrapper Below.

Very small and as easy to take as sugar.

CARTER'S LIVER PILLS. FOR HEADACHE. FOR DIZZINESS. FOR BRUISES. FOR TORPID LIVER. FOR CONSTIPATION. FOR SALLOW SKIN. FOR THE COMPLEXION. CURE SICK HEADACHE.

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ATLIN, BRITISH COLUMBIA

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From Forest and Stream.

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R. B. McMICKING,

At the Offices of the Company, Five Sisters' Block.

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BEECHAM'S PILLS

For Bilious and Nervous Disorders, such as Wind and Pain in the Stomach, Sick Headache, Giddiness, Fulness and Swelling after meals, Dizziness and Drowsiness, Cold Chills, Flushings of Heat, Loss of Appetite, Shortness of Breath, Costiveness, Blisters on the Skin, Disturbed Sleep, Frightful Dreams, and all Nervous and Trembling Sensations, etc. These ailments all arise from a disordered or abused condition of the stomach and liver.

Beecham's Pills will quickly restore Females to complete health. They promptly remove any obstruction or irregularity of the system. For a Weak Stomach, Impaired Digestion, "Tick Headache," Disordered Liver, etc. For the Female who acts like magic—a few doses will "work" upon the Vital Organs; Strengthening the Muscular System, restoring the long-lost Completeness, bringing back the keen edge of Appetite, and arousing with the Rosalind of Health the whole physical energy of the human frame. For throwing off fevers they are specially recommended. These "facts" admitted by thousands, in all classes of society, and one of the best guarantees to the Nervous and Debilitated is that Beecham's Pills have the Largest Sale of any Patent Medicine in the World. This has been achieved Without the publication of testimonials.

Beecham's Pills have for many years been the popular family medicine wherever the English language is spoken, and they now stand without a rival.

at all Druggists.

L. J. Packard & Co., Montreal

Special Train Service

Saturday June 30, to Monday July 2.

Excursion Tickets will be on sale at all Stations good going Saturday and Sunday, returning Monday Night.

DOMINION DAY, JULY 2

Grand Celebration at Duncans

Fifth Regiment Band in Attendance all Day

Trains Leave Victoria at 9 a.m. and 1.30 p.m.

50 CENTS RETURN. BICYCLES FREE.

Special trains will leave for Langford and Colwood at 8 and 10 a.m. and 1.30 p.m.

GEO. L. COURTNEY, Traffic Manager E. & N. Ry.

Pither & Leiser, Sole Agents Victoria B. C.

BANK OF BRITISH COLUMBIA.

(Incorporated by Royal Charter, 1862.)

CAPITAL (with power to increase) £500,000 \$2,500,000

RESERVE 100,000 483,500

HEAD OFFICE, 60 LOMBARD STREET, LONDON, ENGLAND.

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IN THE UNITED STATES—San Francisco and Portland.

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IN AUSTRALIA AND NEW ZEALAND—Bank of Australasia.

IN HONOLULU—Hishop & Co.

IN SOUTH AFRICA—Standard Bank of South Africa.

IN CHINA AND JAPAN—Hongkong & Shanghai Banking Corporation, Chartered Bank of India, Australia and China.

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Drafts, Letters of Credit, Etc. Issued Direct on DAWSON CITY, ATLIN CITY WHITE HORSE and SKAGWAY.

SAVINGS BANK DEPARTMENT.

Deposits received from \$1 and upwards, and interest allowed thereon.

Gold dust purchased, and every description of banking business transacted.

GEO. GILLESPIE, Manager.

Bathing Suits

CHILDREN'S BIB OVERALLS.

TENTS FOR CAMPING.

—AT—

ARTHUR HOLMES,

78 YATES STREET

COR. BROAD.

ESQUIMALT & NANAIMO RY

TIME TABLE No. 36.

NORTHBOUND.

	Daily	Sat.	Sun.
	a.m.	p.m.	p.m.
Leave Victoria	9:00	4:25	2:00
Arrive Goldstream	9:28	4:53	2:28
Arrive Shawnigan Lake	10:09	5:34	3:09
Arrive Duncans	10:49	6:15	3:47
Arrive Nanaimo	12:14	7:41	5:15
Arrive Wellington	12:35	7:55	5:30

The following rates will be in effect on Sundays only until further advised.

Goldstream and Return, 50c; Children under 12, 25c.

Shawnigan Lake and Return, 75c; Children under 12, 40c.

Duncans and Return, \$1.00; Children under 12, 50c.

The above rates are good to intermediate points.

For rates and all information apply at Company's Offices.

J. DUNSMUIR, President.

GEO. L. COURTNEY, Traffic Manager.

Advertise in the Colonist

VICTORIA TIDES.
By F. Napier Denison.

The zero of the accompanying scale corresponds to the average lowest yearly tide and 18.6 feet above the sill of the Esquimalt Dry Dock.

Sunday, July 1.		Monday, July 2.	
Time.	Height above zero.	Time.	Height above zero.
0:30 a.m.	7.0 feet	1:00 a.m.	6.6 feet
5:00 a.m.	7.2 feet	6:00 a.m.	6.3 feet
11:20 p.m.	8.2 feet	11:50 a.m.	4.3 feet
7:00 p.m.	8.4 feet	7:10 p.m.	8.1 feet

The Mutual Life Insurance Co. of N. Y. Offers the Best Contract on the Market, Largest Guaranteed Cash Values at Lowest Premium Rates Consistent with Safety. Before Placing Your Insurance Elsewhere Ask for Particulars.

Heisterman & Co.
District Managers.

LOCAL NEWS.

Jam Jars at Russell's.
Granite fruit kettles at Cheapside.
Majestic Ranges at Cheapside.
Blue Ribbon Tea is simply delicious.

Good! Better! Best!!!
You can take your pick, but the best of drugs is the only kind we keep; and that is what goes into your prescription if you bring it to
DAVID'S DRUG STORE.
30 and 32 Government Street.
Open Day and Night.

Drink "Hondt," purest and best of Ceylon teas.
Fruit jars and rubber rings at Cheapside.

Clarke & Pearson, sole agents for McClary's Famous Scales and Steel Ranges.

Does your bike need fixing? We can do the job. Rambler Cycles, Weller Bros.

Headquarters for British Columbia and Alaska Indian curios and relics. F. Landsberg, 43 Johnson Street.

Reduced prices for remainder of season—Rambler bicycles, \$50. Cycles, Broad and Broughton streets. Weller Bros.

Gold Model camp furniture is the lightest and strongest made—at Weller Bros.

Ho! for Seattle Fourth of July. Steamer Victorian, Fifth Regiment band.

Victoria boys going to Vancouver on the First of July will find the Province cigar for sale at the Army and Navy Cigar store, 46 Cordova street, the only open-front cigar store in the city.

A large shipment of Oriental rugs and squares just received at Weller Bros.

A friend that will never dispute or disagree with you, but will always soothe your mind and body, is Hondt Ceylon Tea.

Follow the band via steamer Victorian to Seattle Fourth of July.

PURITY AND KNOWLEDGE.
Purity of ingredients and knowledge of how they must be compounded is the reason why the best physicians send us their prescriptions to be filled. Note address:
F. W. PAWCETT & CO.,
49 Government street.

Coming Attraction.—The next attraction at the Victoria theatre is a mammoth colored minstrel show of 45 people, "Wright's Original Nashville Students" and "Gideon's Big Minstrel Carnival"—one of the biggest minstrel consolidations—represents the most liberal of amusement enterprises in this country. It carries 45 popular entertainers in the most enjoyable variety of acts presented to the public. Fun runs rampant and every feature is high-class and refined. Every act is different and there is no surfeit of any one act, no curtain waits to mar the continuous round of pleasure. Expert wire walkers, acrobats, the famous Occidental quartette of singers, an admirable quintette of mixed voices, jugglers, tumblers and other interesting features are bunched in its programme in enjoyable profusion and liberality. A grand symphony orchestra of skilled musicians play at every performance and two big peerless bands, with 10 soloists, form a feature of its attractive street parade. Such an abundance of good features has, it is said, never before gathered into one combination. Wait for its parade.

MATRIMONIAL ROMANCE.
Midway Merchant and St. Louis Lady Meet Through Matrimonial Paper.

From Greenwood Advance.
Mrs. Eva Hamilton, of St. Louis, registered at the Windsor hotel, Greenwood, last Monday evening. W. K. Matthes, proprietor of the Midway meat market, registered at the same hotel on Wednesday. The names on the hotel register are sufficiently modest to not attract unusual attention, but behind them is a bit of romance that would bring joy to the heart of the ubiquitous yellow journal reporter. Mr. Matthes felt lonely in the quiet village of Midway, and believing that it is not good for man to be alone, sought a wife through a matrimonial paper published in Chicago. Mrs. Hamilton felt very much as did Mr. Matthes, and seeing the advertisement, a correspondence was started, which culminated in the arrival of Mrs. Hamilton yesterday. The final act in the matrimonial drama was played on Thursday, when the two were made man and wife. Who says that advertising doesn't pay?

We Supply Many Things Essential to His Needs, Such as Feeding Bottles, Toileting Rings, Sponges, Toilet Powders, as well as All Remedies Required.

Cyrus H. Bowes, Chemist
93 GOVERNMENT STREET.
Telephone 425. Near Yates Street

Farms Wanted. Among the Ball Tossers

I shall be glad to receive particulars of a few good farms, which the owners are willing to sell at reasonable prices, to forward to my correspondents.

DOWSETT, KNIGHT & CO.,
Land Agents, London, Eng.
For Publication in Their Circular.

"The Land Roll."
A copy of which can be seen at my office.

C. C. REVANS
Land and Insurance Agent
314 GOVERNMENT STREET.

Band Appreciated.—That the Seattle public appreciate good music is shown by the fact that their Fourth of July celebration committee have engaged the Fifth Regiment band to play two concerts at Seattle on that day. The band will leave Victoria on the Victorian on the morning of July 4, and to beguile the possible tedium of the voyage, will render a choice programme of music on the round trip, which has been placed at \$2.50. Elaborate preparations are being made for this year's celebrations, which promise to eclipse all former efforts, and no doubt a warm welcome will be extended to the visitors by the people of Seattle.

Visiting Tacoma.—Among recent visitors to Point Defiance park was Dr. John A. Duncan, of Victoria, B. C., who was so pleased with the attention shown him by Superintendent Roberts that he promised to send him a large dog, a splendid animal, who has the record of having been the largest dog in Dawson at the time when the Klondike was noted for its collection of valuable canines, says the Tacoma News. A letter was received yesterday by Mr. Roberts from Dr. Duncan, saying the dog would be sent to Tacoma on the steamer Victorian, which arrives there at 4:30 to-day. The dog will be placed on exhibition in the park, and will no doubt prove a great attraction.

Nashville Students.—The attraction at the Victoria theatre to-night is a mammoth colored minstrel show of 45 people, "Wright's Original Nashville Students" and "Gideon's Big Minstrel Carnival"—one of the biggest minstrel consolidations—represents the most liberal of amusement enterprises in this country. It carries 45 popular entertainers in the most enjoyable variety of acts presented to the public. Fun runs rampant and every feature is high-class and refined. Every act is different and there is no surfeit of any one act, no curtain waits to mar the continuous round of pleasure. Expert wire walkers, acrobats, the famous Occidental quartette of singers, an admirable quintette of mixed voices, jugglers, tumblers and other interesting features are bunched in its programme in enjoyable profusion and liberality. A grand symphony orchestra of skilled musicians play at every performance and two big peerless bands, with 10 soloists, form a feature of its attractive street parade. Such an abundance of good features has, it is said, never before gathered into one combination.

INTERNATIONAL REGATTA.
It Opens This Morning at Port Townsend—Large Fleet Expected.

The Port Townsend Call of Saturday evening, in referring to the International Yachting Association regatta, which opens there this morning, says:
"The first of the big fleet of yachts expected here before sundown to-morrow, reached port last evening at dusk after a delightful run across the straits in the mid sailing breeze that prevailed. The regatta is a race which will be a continuation of the regatta which was held in the harbor of Seattle last year, and the other is the Jubilee, of Nanaimo, owned and commanded by Captain Collins, who has the honor to be vice-commander in the list of fleet officers of the Northwest International Yachting Association. Capt. Collins combines enthusiasm necessary with the ability required to make a yachtsman, and his superior handling of the yacht in previous regattas has earned for him a high name among the superior sailing masters in the Northwest. The Jubilee is certainly a handsome vessel and her crew, consisting of seven prominent gentlemen of Nanaimo, have every confidence that she will carry off the trophy in the 'A' class. Whether she will do this or not, of course, remains to be seen."
"There will be a big crowd of people in Port Townsend before Monday morning, if telegrams coming in a steady stream to Captainman. Twelve of the yachting committee, are every criterion to go by."
"Late this afternoon he received word that the Elliot Bay club of Seattle, would start its yachts here at 4 o'clock this afternoon, and the Bellingham packets are already on the way with every prospect of an early arrival. It is expected that by Monday morning when the first races are held, there will be between twenty and thirty racers at anchor in the bay."
"It is encouraging to note that this year Port Townsend will have a vessel in the races that will prove herself a foetus worthy of the star of the best of them, Commander Ed. Sims' handsome yacht Falcon is now being trained down to fighting weight, relieved of all unnecessary fittings and otherwise put in shape to show her heels to the fleet, if possible. The Falcon is a fast sailer and gives promise of a good showing in the races. Mr. Sims has selected a superior crew of practical men, and he has every confidence that they will carry off the palm."
As noted in yesterday's Colonist, the five Victoria yachts, Wileawake, Arlinda, Dorothy, Jubilee and Nancy, arrived at Port Townsend Saturday evening.

Montreal has dropped to fourth place in the race in the Eastern League. Toronto occupies the seventh place in the same league.
The London, Ont., team has won 20

"GISBURN" FOR SALE
One of the Finest Residences in Victoria

This property containing about five acres of land, is very handsomely laid out in lawns and shrubberies; commands a magnificent view of the Straits, and is situated at the corner of Moss street and Belcher avenue. The house is large, commodious and very handsomely finished, the interior workmanship being very good. There is a large, well-built stable on the property, and a large, well-stocked fruit and kitchen garden.

Pemberton & Son, 45 Fort St.

WHAT A Picnic

We are moving. Still more prepared to fill all orders on short notice. Everything nice and tasty for summer holidays.

ERSKINE, WALL & CO.
Cor. Gov't and Broughton.

Necessary Requisites For Outdoor Enjoyments In

Clothing and Men's Furnishings

AT
The S. Reid Co., Ltd.
122 GOVERNMENT STREET
DROP IN

Mantels Tiles and Grates

A particularly fine assortment on hand. Call and inspect these art goods. Estimates cheerfully given.

W. J. ANDERSON,
AGENT FOR LUXURY PRISMS.
Langley street, cor. Courtenay.

out of 30 games played this season, and leads the International League race.

Tackle Tom Barrett, who played ball in Victoria with the Sound club eight or ten years ago, and afterwards became a famous league star, is now playing a corner in a Cincinnati skating rink.

Big Bill Lang, who played for Port Townsend some years ago, when that team played in Victoria, and afterwards with the Chicago league team, was recently married in San Francisco to the daughter of a wealthy real estate man named Welch. Lang announced his intention of leaving the diamond for good after last season's work with the Chicago, and even an offer of \$5,000 for this season would not tempt him to reconsider. Mr. and Mrs. Lang left New York last week on their honeymoon trip, intending to visit the Paris exposition and tour Europe, before they finally settle down in San Francisco, where Mr. Lang goes into business with his father-in-law.

A unique suit was brought last week before the Omaha district court, Judge Vinsonhaler. Lysle L. Abbott sued the directors of the Omaha baseball park for 90 cents. He attended a game of baseball between the local club and the club from Des Moines, Ia. He claims that they played so poorly that small boys would play better, therefore he demands back the 50 cents which he paid for his entrance to the grounds, 40 cents car fare, and 50 cents for his time spent there. The judge reserved his decision.

Old-timers agree that none of the present-day base-runners are anywhere near the standard set by Harry Stovey, and the old-timers are about right. In negotiating the distance from the plate and back again, Stovey, with his long legs, went over fewer feet of ground than any man who ever played ball. John Ward was an exception, and when it came to sliding he was in a class by himself. These advantages, coupled with his extreme speed, easily made him the greatest baserunner of the lot.

It's a good sign when you see a team carrying a lot of apples with it. It means that the team is playing ball—hard, scrappy, daring ball. The teams down in the second division hardly ever have their men injured.

Up to date 42 pitchers have taken part in National League games. This is an average of more than five to a team. And some still to be heard from.

Sacrifice hitting is not as popular as in the two past seasons. Up to date Boston has made but 27, while Brooklyn has but 23 to her record. The hit and run game has supplanted the sacrifice, and made a prettier game for the spectators.

Waddell has struck out twice as many men this season as any pitcher on the Pittsburgh pay-roll. But strike-outs alone don't win games for a pitcher in the league is using the under-hand delivery made so effective by Joe McGinnity.

FLETCHER BROS.,
Opposite Old Post Office.
Telephone 306. 93 Government st.

NOLTE
GLASSES ADJUSTED. 37 EYES TESTED FREE.
FORT ST.

Hang Wo Hing Kee
31 CORMORANT STREET.

Importers and dealers in Japanese Fancy Goods in many new ideas, and China curios

Notice of Removal.

We have much pleasure in stating that we have removed to our new premises at the corner of Government and Broughton streets, where we shall endeavor, by strict attention to business, to merit the continuance of the liberal patronage bestowed on our house during the past thirty years.

We extend a cordial invitation to ALL to visit our new and well-appointed premises.

M. W. WAITT & CO.
No. 44 Government St

Donations Acknowledged.—During the month of June donations were received at the Old Men's Home as follows: Mrs. Gungliotti, Mrs. Dewsnap, Mrs. Goodner, Mr. N. Shakespeare, Mr. George Marsden, Dr. Lewis Hall and Mr. T. Shotholt, reading matter; Mr. G. Kent and Mr. H. D. Helmeke, illustrated papers; A Friend, clothing and reading matter; Mrs. G. W. Hayes, clothing; Mayor Hayward, cherries.

Get aboard the steamer Victorian on Fourth of July and enjoy yourselves.

Not the Cheapest But the best value possible for the money is what we aim to give.

Men's Suits that will wear, \$8.50, 9.00, 10.00, 11.00, 12.00
Men's Pants that will wear, \$2.00, 2.50, 3.00, 3.50, 4.00

Reliable Boys' and Youths' Suits at prices that will bring you back again.

The Largest Stock of Hats and Gent's Furnishings in Victoria.

W. & J. WILSON 83 Government St VICTORIA, B. C.

Albion Iron Works Co., Ltd.

Are now offering their large variety of

STOVES and RANGES

At Wholesale Prices

Don't buy an Imported Stove when you can buy the Home-made Article for less money.

A call at their store-rooms on Store Street and Pembroke Street will convince you.

Plating in all its Branches is now Executed by Competent Workmen

Geo. Powell & Co.
AGENTS.
CHEAPSIDE, 127 Gov't St

Fruit Jars, all sizes.
Fruit Jar Fillers.
Jelly Glasses, all sizes.
Granite Fruit Kettles, all sizes.
Fruit Jar Rubber Rings, all sizes.
Stoves, General House Furnishings and Hardware are our special lines.

Cheapside,
VICTORIA, B. C.

HAY MAKING MACHINERY

BRANTFORD AND TORONTO MOWERS—ALL THE LATEST IMPROVEMENTS, BALL AND ROLLER BEARINGS, SERRATED LEDGER PLATES, etc., etc.

HORSE RAKES—ALL WIDTHS, WITH WOOD AND STEEL WHEELS.

HAY TEDDERS—WOOD FRAME AND ALL STEEL.

HAY CARRIERS, FORKS, SLINGS, PULLEYS, etc.

For Sale by
E. G. PRIOR & CO., Ltd.
VICTORIA, VANCOUVER AND KAMLOOPS.

Catalogues on Application

THEY BROKE JAIL.

Four Prisoners Leave the Greenwood Lock-Up During the Night.

A few nights ago, four prisoners, who were sojourning at the Greenwood lock-up were successful in making their escape, says the Greenwood Times. Two of them known as Murphy and Elwood, were arrested at Camp McKinney, charged with breaking into the St. Louis hotel at that place, and were awaiting speedy trial. The other two were O'Brien and Hamilton, two boys charged with taking cigars from H. A. King & Co. They were still in the lock-up at a late hour on Friday night, but when Officer McKenzie visited the place about five o'clock Saturday morning he found that the birds had flown.

The prisoners had received assistance from the outside, as a brace and bit had been used to bore their way out through the cell. It is supposed the four crossed the line, and are now in United States territory.

W. G. CAMERON.
Cash Clothier, Furnisher and Hatter.
55 Johnson Street

Regular summer thinness is too thin for these cool mornings and evenings; get out for an evening stroll and you'll find out. Good, medium weight is the right sort.

Heavy, soft cotton, . . . \$1.25 suit.
Pure natural wool, medium weight, sizes 34 to 44 . . . \$2.50 suit.

Other kinds of course, but these two just about fill the bill.

night editor, with his lips at the mouth-piece again, "that we had to be on account of the fight for the part of the advertisement." "I was telling the boys," rejoined the

Vindication of Cecil Rhodes

New Books on a Topic That Has Been Much Discussed.

His Political Life and Speeches Published as His Defence.

From the London Daily Mail.

I dream my dream, by rock and heath and plain,
Of empire to the northward. Ay, one land
From Lion's Head to Lint!
—Rudyard Kipling—"Song of the English."

We are proud enough to-day of our Indian empire; yet how seldom do we remember that we owe its grandeur to Cecil and Hastings, whom our forefathers treated as criminals! Truly, success is an admirable solace to the unctuous conscience, and no doubt the time will come when the most stubborn radical will not only profit by the work achieved by the pioneers of Rhodes, but will set these pioneers in the temple of fame not far from Warren Hastings and Clive.

Meanwhile, it is characteristic of human nature that Mr. Rhodes, who has given an empire to his country, still stands in need of vindication. Despite the benefits he has conferred on England and the Empire, he has been so bitterly faulted and insulted, that his friends cannot silence their defence.

Defence is necessary, and surely no better could have been devised than the work "Cecil Rhodes: His Political Life and Speeches," which Vindex has just edited for Messrs. Chapman. It is allowed to tell his own story, to plead his own cause; and it is not difficult to get up from the book without a firm conviction that posterity will not withhold the wreath of glory which belongs to him.

During the last twenty years Mr. Rhodes has played a conspicuous part in the government of South Africa, and never once has he shifted his ambition or faltered in the discharge of his duty. To read his speeches consecutively is easily to pierce the secret of his success. All his victories—and they are many—have been won by a consistent tenacity of purpose.

The theories which he enunciated in 1881, he holds today with a yet firmer grasp. When he entered the Cape parliament he had already dreamed his dreams and founded the fortune which should make them realities. "I believe in a United South Africa," he said then, and he has always been a faithful Empire, "I believe," he said in his early speeches, "that confederated states in a colony would be practically an independent republic; but I think we should also have the privileges of the Empire."

But he was statesman enough to accept a compromise when it was offered, and to work loyally with the Dutch, which he hoped one day to see his fellow citizens. Equal rights for white men were always his policy, which he has never sought to disavow. "I believe," he said in his early speeches, "that confederated states in a colony would be practically an independent republic; but I think we should also have the privileges of the Empire."

Well, those who will soon belong to the confederated states of South Africa, and Transvaal and Cape alike are under a deep debt to the statesman who twenty years ago saw South Africa's necessity. And all the while President Kruger was working to achieve annexation and the independence of the Transvaal, "Africa for the Dutch," was his cry; a limited franchise and a high protective duty were his methods. He whose holy horror of raids has endeared him to his friends never scrupled himself to raid and to annex.

As late as 1884 he had no qualms about Montserrat's territory, killing the natives and looting the cattle and, though a supreme government compelled him to disgorge the territory, he did not receive the punishment that was his due. And so the battle was fought—Krugerism on one hand, a free South Africa on the other, and England may congratulate herself that the death-knell of Krugerism is already sounded.

At the outset Mr. Rhodes saw the necessity of keeping open the north route, and it was this necessity that made expansion imperative—the expansion which has already painted an enormous tract of country red. Every step taken in Rhodesia was a step in the campaign against exclusion and monopolies, and bold and clever as Mr. Kruger has shown himself, he could not withstand the imperious advance. And so we arrive at Mr. Rhodes's great vindication, in the work he accomplished and assured.

His sense of detail made him overlook nothing. He multiplied industries in his new country, he planted vineyards, he went to Constantinople that he might find the best breed of Angora goats, he built towns, he laid down railways and everywhere he went the telegraph followed.

Nor did he exclude anybody from the privilege of citizenship. All who would work were free to come and to vote; and it was one of the bitterest grievances cherished against him by Messrs. Kruger and Jonbert that their burghers trekked over into his free and pleasant land. Such, then is the impression of Vindex's book—an impression of action rather than words, of achievement rather than vain theory.

But Mr. Rhodes can use his tongue as

well as his hands, and his speeches are all marked by a straight and simple eloquence. "Nobody can accuse me of preparing speeches," he said; and as an orator he is honest, vigorous, cynical rather than polished. Now and again he hits upon a phrase which stays in the memory, but it is the sense rather than the form that he studies, and though his policy has always been to conciliate, he never allows his meaning to remain in doubt.

At the same time there is little anger in his speeches. Ridicule he finds a more useful and dangerous weapon, and we can easily understand that Messrs. Hofmeyer and Schreiner winced under his contemptuous rebuke. Throughout his career, in fact, he has been a masterful, powerful politician, loyal to his friends, straightforward to his enemies, admirable in his treatment of the natives.

Yet no one of his time has been more bitterly hated, more carefully maligned. He is a veritable bogey to all foreigners, who do not know who he is or what he has done. And it is impossible to consider his career without spitting the venom of this hatred. One ground is easily discovered—success; yet success of itself is not sufficient. Wealth is a surer cause of envy, and doubtless it is Mr. Rhodes's wealth which has made him the most enemies.

It is easy to dub a man a 'capitalist,' and to involve him in odium which the word implies. However, Mr. Rhodes is rich, and an excellent use he has made of his money, nor was he ever ashamed of his wealth.

"I am called a speculator," he once declared. I do not deny the charge. I remember meeting General Gordon and discussing with him why he had not taken the route of gold from the Empress of China. He asked me if I would have taken it, and my reply was, 'certainly, and three more routes, if I could have got them,' because if one has ideas one cannot carry them out unless wealth is at the back. That is sound sense, and it looks like cynicism, because it is true.

However, the political speeches of Mr. Rhodes correct many a misunderstanding, and give the lie to many a slander. If we are destined to become the masters of South Africa, we owe our mastery to one man, and that man is Cecil Rhodes.

BOLSTER.

The Placer Discovery on the Lone Star Ground.

R. M. McEntire returned last night from Bolster, says the Greenwood Times, of June 25, and confirmed the report regarding the discovery of rich placer ground on the Lone Star ground. Mr. McEntire informed a Times reporter that the discovery was made while an unraiser for air was being run from the Review tunnel through the bed of a small stream so that it would not run down the upraise good looking dirt was uncovered, and Mr. McEntire washed several pans. Coarse gold was found and as high as 60 colors to the pan and it was found in the stream crosscut the Lone Star vein, which is an extension of the famous Reo vein, from which so much rich gold was taken out a few years ago. The presumption is that the creek bed down from this vein is rich placer and the ground will be prospected and worked.

The Review tunnel is in 200 feet. The work is in soft rock similar to that on the upper tunnel and five feet a day is being made. The tunnel will be run 640 feet, giving a depth of between 400 and 500 feet. Ledge matter is now being encountered in the tunnel, and it is expected that the rich vein will be met in a few days.

The Meyers creek country generally is looking up. The Poland-China company have increased their force and will rush development work. It is the intention of the company to bring in a cyanide mill. Tests made on the ore show that it is peculiarly adapted for this process.

A 400-foot tunnel is being run on the Buckhorn mine in Copper camp, immediately back of Bolster, and considerable development work is being carried on in other properties in the vicinity.

WHEN THEY SAID "GOOD-BY."

From London Tit-Bits.

Did you ever hear two married women take leave of each other at the gate on a mild evening? This is how they do it:—"Good-by!" "Come down and see us soon!" "I will Good-by!" "Good-by! Don't forget to come soon."

"No, I won't. Don't you forget to come up."

"I won't."

"Be sure and bring Sarah Jane with you next time."

"I will. I'd brought her up this time, but she wasn't very well. She wanted to come awfully."

"Did she now? That was too bad. Be sure and bring her next time."

"Will, and you be sure and bring the baby."

"I will. I forgot to tell you that he's cut another tooth."

"You don't say so! How many has he now?"

"Five. It makes him awfully cross."

"Daresay it does this hot weather."

"Well, good-by. Don't forget to come up."

"No, I won't. Don't forget to come up. Good-by!"

And they separate.

Mrs. Bridget (sobbing)—I don't care who you say, Harry doesn't love me as much as he did.

Her Mother—How ridiculous! Why, only this morning I heard him tell you you were the dearest girl on earth.

Mrs. Bridget—That's just it; he used to call me "the dearest girl that ever lived."

—Philadelphia Press.

Carvings With a Story

Prospector Brings Some of the Tribal Property of a Dead Tribe.

Secured From the Sole Survivor of a Massacred Tribe.

Amongst the freight on the steamer Queen City from Quatsino were two fine specimens of Indian carving which were brought down by J. A. Coates, of this city, a prospector who returned with other delvers for ores, from that district. The specimens are of interest not alone for the splendid workmanship and rarity, but also for the story attached to them. They will be all that is left in a year or two, when the last of the tribe who is now over seventy years of age, drops off, to mark a once powerful West Coast Indian tribe, the Klaskanins, of Klaskanin Inlet.

The specimens are those of an Indian and a Kootenai, both in a sitting posture, and about the size of the Indian figure in life. The carving, which was made by the father of the only survivor of the Klaskanins, Tetu, is of the highest order of Indian carving. The man is shown sitting in a chair, with his hands crossed in his lap, and a "close-fitting" stone bludgeon used by the tribes before the white man came. On his head is a kind of low helmet with guard at the back. The remainder of the body is nude. The face is a good Indian type, and that of the Kootenai is also a good one. The carving is in cedar, and the figures are of cedar.

The owner of them, Mr. Coates, says that Tetu, the last of the Klaskanins, from whom he secured them, saved them from the inlet where they were buried by the Klaskanins when that tribe all but wiped out the Klaskanins between fifty and sixty years ago. Mr. Coates became acquainted with Tetu, who by the way, is not unknown to Victorians—to the police anyway—on account of his connection with the murder at Quatsino. Yet he was a white prospector in the district where the once powerful tribe, and now represented by a unit, dwelled.

Tetu, who like his father before him, is a carver, says the two cedar figures just brought here, were in the house of the chief of the Klaskanins over a hundred years ago, and he had seen them. They were carved by the father of Tetu, and were accounted among the best of the tribal carvings. They remained in the house of the chief until the massacre of the Klaskanins by the Navitties. The massacre occurred between fifty and sixty years ago. The Navitties, who were of the same stock as the Klaskanins, came from the north end of the island and landed on the beach, where they were met by the Klaskanins, and about twenty miles above Cape Cook, and killed all of the tribe except three, Tetu and two others.

The Navitties, Tetu says, came around from their villages at Cape Cormorant to the north end of the island and landed on the beach, where they were met by the Klaskanins, and about twenty miles above Cape Cook, and killed all of the tribe except three, Tetu and two others.

After ravaging the village, the invading Navitties took the carvings now owned by Mr. Coates, in company with other tribal carvings and threw them into the inlet. There they remained until a few years ago, when the Klaskanins, who were now grown up, and had a large number of men, came to the inlet and found the carvings. They were then taken to the house of the chief, and Tetu, who was then a small boy, was told to take them to the house of the chief, and he did so.

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Not long after this, the Navitties were also all but wiped out by an invading tribe—the Maklakians, who came from the north end of the island and landed on the beach, where they were met by the Klaskanins, and about twenty miles above Cape Cook, and killed all of the tribe except three, Tetu and two others.

Tetu, the last of his tribe, is known to the police because of his attempt to murder the then Sergeant of Provincial Police and now Chief Langley and Provincial Constable Murray. He had a sawed-off shot-gun, similar to those of the Wells-Fargo men in California, and had it not been for the nerve, shrewdness and tact of the officer, he would have been a dangerous criminal.

The carvings are now on exhibition at F. Landsberg's store on Johnson street.

RAILROAD RECORDS.

Some Speedy Runs on Scottish Roads.

Engineering has an interesting article dealing with speed records on the Caledonian railway, which are amongst the finest in the world in view of the heavy train loads and steep gradients. These records are made by the famous Dunlastair type of locomotives, of which, by the way, the Belgian State railways have ordered between 60 and 70. Thus the 2.0 p.m. London trains on the Caledonian line are the heaviest in the United Kingdom, and yet the "Dunlastair" engines have the qualities which give very high speed with light loads. Throughout the year there are at least two trains daily, timed to run from Stirling to Perth, 33 miles in 35 minutes; and the 32½ miles from Forfar to Perth by one train in 33 minutes, or an average speed of 39 miles per hour. The character of

the road over which these tasks have to be carried out presents physical difficulties in the way of steep banks and sharp curves calculated to daunt the spirits of the pluckiest engine-driver who ever handled a regulator. Beattock bank, with its 2 miles of 1 in 85, 2 miles of 1 in 80, and 2 miles of 1 in 75, is well known throughout the railway world, and is a sufficiently tough obstacle for any locomotive to tackle; but not everyone is aware how broken up the main line is by nasty stretches of stiff climbing and sharp reverse curves, making it almost impossible to maintain a really high speed for any length of time. Again, the numberless permanent slowings over bad junctions and crossings, especially between Carstairs and Larbert, are such as are unknown on the English main lines. We (Engineering) have travelled from Carstairs on an engine drawing a train 320 tons over this bank at an average speed of close on 50 miles an hour. This included a very bad signal check outside Carlisle, and it should be remembered that the first 13 miles represent hard climbing up 1 in 300 and 1 in 100. The speed on Beattock bank is not over 45 miles an hour. The speed by all trains invariably is restricted for the whole of the 10 miles down from the summit. The 10.5 a.m. train from Aberdeen to Perth regularly gives some most creditable results. With a load of 108 tons it attained a speed of over 40 miles an hour, and three separate occasions for considerable lengths. Again, the road from Beattock to Carlisle, on the journey, is comparatively easy, but it is no mean work to take 218 tons over the 39½ miles in 41 minutes 15 seconds, start to stop. Yet the speed on Beattock bank is not over 45 miles an hour. The speed by all trains invariably is restricted for the whole of the 10 miles down from the summit. The 10.5 a.m. train from Aberdeen to Perth regularly gives some most creditable results. 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Use JUBILEE BRAND

CONDENSED MILK

WILSON BROS.
AGENTS,
Victoria and Vancouver

THE WEATHER.

Meteorological Office,
Victoria, June 30.—8 p.m.
SYNOPSIS.

The prevailing strong westerly winds and cool weather along the Coast are due to the movement of an important low barometer area across Northern British Columbia. This is likely to be followed by a rising barometer and fairer weather by Monday. Showers have occurred from Vancouver Island to the Rockies, and in portions of the Territories and in Manitoba. The weather has become fine from California northward to Portland, Oregon.

TEMPERATURES.

	Min.	Max.
Victoria	51	60
New Westminster	50	58
Kamloops	50	58
Calgary	44	64
Portland, Ore.	52	66
San Francisco, Cal.	52	68

FORECASTS.

For twenty-four hours from 5 a.m. (Pacific time) Sunday.
Victoria and vicinity: Fresh or strong southwest and west winds, partly cloudy, with local showers; not much change in temperature.
Lower Mainland: South or west winds, mostly cloudy and cool, with occasional showers.

VICTORIA DAILY RECORD.

Report for 24 hours ending 5 p.m. Observations taken daily at 5 a.m., noon, and 5 p.m.

	5 a.m.	5 p.m.
Temperature	55	65
Humidity	65	60
Wind	58	62

The velocity and direction of the wind were as follows:

5 a.m.	12 miles west.
Noon.	24 miles southwest.
5 p.m.	24 miles west.

Average state of weather—Cloudy.
Rain—0.1 inch.
Sunshine—1 hour 48 minutes.

Barometer at noon—Observed.....29.932
Mean temperature for June—57.82
Total rainfall for June—1.61 inches.

NEW WESTMINSTER.
Barometer at 5 p.m.—Corrected.....29.94

AFTER THE WAR.

A Suggestion By a Correspondent in the Natal Witness.

Sir,—Now that the beginning of the end of the war is in sight, the time has arrived for Natal to look to her own interests in reference to the re-partitioning of South Africa, precedent to the confederation which is almost sure to follow. I think Natal can fairly claim that her borders should be extended so as to take in the Vrede and Harrismith districts of the Orange Free State, and the Ermelo, Wakkerstroom, Piet Retief, Vryheid, Swaziland, and part of Staudertown districts of the Transvaal. The reasons I advance for this view are:

1. The colony is too small and we could not expect to have a sufficiently large representation in the dominion parliament on the basis of our present area.
2. The detachment of these essentially Dutch districts from the Free State and Transvaal would weaken the Dutch influence in those two colonies (they will be colonies shortly), and consequently strengthen the loyal influence. This addition to Natal would not impair the loyalist influence in Natal, as we (the loyalists) would still have them in a hopeless minority. At present our parliament consists almost entirely, if not quite, of loyalists, and there is consequently a waste of power which might be used to counteract disloyalty in the districts mentioned.
3. The annexation of Harrismith and Vrede would give both "high" and "low" yield to us, and do away with the annual inconvenience of "crossing the border" by stock country to low country.
4. For strategical reasons the borders of Natal should extend beyond the Drakensberg.
5. In the interests of the Empire, Natal should be made as important a factor in the South African confederation as possible, and thus full advantage taken and use made of her undoubted loyalty to the crown.

To be free from sick headache, biliousness, constipation, etc., use Cassell's Liver Pils. Strictly vegetable. They gently stimulate the liver, and free the stomach from bile.

ILLUSTRATING THE STORY.

From London Tit-Bits.

"Shon, mine son," said a worthy German emigrant to his hopeful heir of ten years, who he had heard using profane language. "Shon, mine son, come here, and I will tell you a little story. Now, my son, shall I be a drues story, or a makes-believes?"
"Oh, a true story, of course," answered John.
"Very fell, den. 'Tere was vonce a goot, nice oldt shentleman (shoost like me) Andt you he heard his son shewearing like a young fillan as he was. So he went to the vinkle (corner), and dook out a cane, shoost as I am toing now, and he took ter hitt the day. But him shoost sot. Andt den, mine teron, he hull his ears dis way, and smack his face dat way, and tell him to go mitout his supper, shoost as you vill do this evening."

What a splendid type of tireless activity is the sun as the perfect model of his kind. Like a bridegroom from his chamber and rejoicing like a strong man to run a race. Every man ought to rise in the morning refreshed by slumber and renewed by rest, eager for the struggle of the day. But how rarely this is so. Most people rise still unrefreshed, and dreading the strain of the day's labors. The cause of this is deficient vitality and blood. The "Golden Medical Discovery" is not due to stimulation as it contains no alcohol, whiskey or other intoxicant. It does not brace up the body, but builds it up into a condition of sound health.

them in by rail. The ore bins, both upper and lower, are now about completed, and the sampling mill building, too, is out of the carpenter's hands. A complete furnace of 250 tons nominal capacity has been received at the smelter and the steel for the lower part of the furnace house is expected to arrive shortly. The upper part of this last named building will be of lumber framed. The general office for the smelter is now being erected on the south side of the railway, between the residence of the company's general manager and the Greenwood-Midway wagon road.

FAST TRAINS.

Grand Trunk Has Decreased the Time to Toronto and Chicago.

From Mail and Empire.

The Grand Trunk in the past four years has scratched off five hours between Montreal and Toronto. Fifty-five minutes of this has been knocked off at a stroke by the working time-table which went into effect on June 24.

The flyer, which is to set the pace faster than has been, is styled the "International Limited." It is scheduled to leave Montreal daily at 9 a.m., and reach Toronto at 4:30 p.m., a distance of 333 miles. It is to make the 877 miles between Montreal and Chicago in 23 hours and 30 minutes, an average of 43 2-10 miles per hour, allowing 4 minutes for each stop. This is a record which challenges comparison with anything on the continent in the way of a regular everyday service. The "Pennsylvania Limited," the most noted fast train between New York and Chicago, averages only 41 5-10 miles per hour, exclusive of stops; and the passenger must pay \$4 in excess of first-class fare, besides an extra charge for Pullman accommodation.

Hitherto the Grand Trunk has covered the 445 miles from Montreal to Chicago, via the St. Clair tunnel, in 23 hours 15 minutes. To accommodate the section west of London the International Limited will now go by way of Detroit, taking the Detroit and Milwaukee division to Durand, Mich., and there connecting with the main line. This is 22 miles longer than the tunnel route and 22 minutes is lost in ferrying the Detroit river; yet the International Limited takes only 15 minutes more to reach Chicago via Detroit than via the St. Clair.

Port Angeles And Eastern

President Cushing Says Railway Will Be Finished by February.

Denies Most Emphatically That He Is Going Out of the Company.

The postponement of the meeting of the Port Angeles Eastern Railway Company from last Tuesday until to-morrow created a great deal of gossip in the city across the Strait and among other things, it was reported that President Cushing was about to withdraw from the enterprise. Interviewed by the local papers that gentleman, speaking to a reporter of the Tribune-Times, said:

"I am aware that the public is eager and anxious for information of our movements, and no one would be more glad to be able to give out some definite and final information than I, could it be done without endangering our plans. There are complications which must be adjusted among ourselves and in which the public can have no interest or part. Certain things must be done before the men who are putting up the capital to build our road will proceed. These things are being done as rapidly as time will permit and all will soon be satisfactory. Our official meeting will be adjourned from time to time till the desired results are accomplished. We will have some news for you and some people out from the East which the public will not be sorry to hear and see. You may assure your readers that, although we know the long continued delays are galling and disappointing, every thing is all right and there is no real question as to the outcome."

"It has been reported on the streets, Mr. Cushing, that you have or are to sever your connection entirely with the management of the company," said the reporter.

"You may say for me most emphatically," replied the president, "that this is wholly untrue. My interests remain the same in the company and I expect to remain with and see the enterprise to its final and successful conclusion. You cannot make my denial of this story too strong."

"To a reporter of the Democrat-Leader, he said: "There is no truth whatever in the report that I have sold out," said President Cushing. "That story became circulated because our meeting was postponed. We believe that is the cause of a report that I have sold out. When it is deemed to the best interest of the concern so to do, and if we consider such action beneficial you may be sure we will do so again."

"The road will be built, of that you may be sure. I have not lost confidence in the least. I believe Port Angeles prospects are as bright to-day as I ever believed them, and that is saying much, for I never could see anything but a bright future for this city. I am here to stay, to make this my home, and to do all I can to make this the metropolitan of the Pacific."

"I know the people of Port Angeles are impatient. They want to know what we are going to do, what we have done and how we are going to do it. I would like to tell them. But business cannot always tell their business to everyone. It means everybody. I will say this much, however, I am not afraid of the ultimate success of the project."

George and The Jap

A Political Story Which Shows the Value of "Metallic" Influence.

How a Victoria Barrister Worried a Resident of Sooke.

Now that the political campaign is over and affairs generally have settled down into their normal condition, many good stories are being told of incidents which occurred during the hot fight. One of the best of them is related by Mr. George E. Powell in his inimitable style.

George accompanied Hon. D. M. Eberts to Sooke when the attorney-general addressed meetings there. George has a number of friends down there and among them is a gentleman who, on one occasion was summoned as a witness by Mr. Powell to attend a case being tried in Victoria.

The Sooke gentleman walked to town in obedience to the command of the Law and was apparently duly impressed with the importance of Mr. Powell. The two renewed acquaintances at Sooke on the occasion of a political meeting. Mr. Martin was addressing the electors and Mr. Eberts accompanied by Mr. Powell journeyed down in order to be present and participate in the festivities. Arriving at the school house, it was found that Mr. Martin was about finishing his address. Mr. Eberts at once alighted and entered the building and Mr. Powell looked for a convenient place at which to hitch his horse, a rather nervous animal. Noticing a Jap standing in front of the doorway of the schoolroom, George hailed him and asked him to hold the equine. The Jap "no-sabed." George used a little of what Ex-Governor McInnes would call "metallic" influence and the Jap at once seated himself in the buggy and took up the lines.

Entering the schoolroom just as Mr. Martin was concluding his speech, about the first man whom Mr. Powell encountered was the whom he had summoned to attend at trial in Victoria a few months before, as related above.

"How do you do Mr. —" well, say, "Mr. Jones."

"Why, Mr. Powell, how are you?" "Are you not going to stay to hear Mr. Eberts?" "No, I must be going. I've got long way and must start early in order to get home."

"Well, good night, Mr. Jones." "Good night, Mr. Powell."

And so they parted; but not for long. The hour was 10:30 and Mr. Eberts was just starting to speak. At 11 o'clock Mr. Powell noted that Mr. Jones had again entered the building. "How do do, Mr. Jones. Glad to see you have stayed to hear Mr. Eberts," whispered George. "Speaks very well," said Mr. Jones.

Fifteen minutes later Mr. Jones left again, after again saying good night. Ten minutes later he was back again, lantern under his arm. "Eberts is making good talk," said Mr. Powell. "Doing very well," said Mr. Jones. After listening a few minutes he departed again. A moment or two later Mr. Powell felt a hand on his shoulder and turning saw his friend with his lantern again. Something was troubling him evidently. "Mr. Powell," said he, "is this meeting likely to last much longer?" "No, I don't think so," said George. "It is near 12 o'clock now. Why do you ask?"

"Well, you see, Mr. Powell, I ought to have been home hours ago."

"Yes," said George.

"Yes," repeated Mr. Jones. "I ought to have been home hours ago."

Mr. Powell wondered what was detaining his friend.

Mr. Jones grew momentarily more edgier. "Mr. Powell," he began, rather timidly, "you see I have a long way to go and it is necessary I should get home early, and you will pardon me, but I must go now."

"Yes, assented George—and he wondered what was the matter with the man. "Er— what is detaining you Mr. Jones?"

"Well, you see Mr. Powell, I came to the meeting with a Jap who assists me at my place, and—er—I find him in your buggy, and I can't get him out."

A minute later the Jap was released from duty and since then George has been giggling over the matter every time he thinks of it.

IRON SMELTING.

How the Industry Is Building Up a Nova Scotia Town.

From Halifax Chronicle.

Much has been said and written about the boom at Sydney (Cape Breton), but it is necessary to actually see what has been and is being done in order to have anything like an adequate idea of the enormous scale of operations of the steel works and the great change which has taken place, almost like magic, in the town of Sydney.

Although the works are but little more than half completed their establishment has already had the effect of working a change in the pretty, sleepy town of a year ago such as never before. The old residents who have known it from childhood, to rub their eyes and wonder whether they can be dreaming.

The old Sydney of the past has disappeared for ever. The quiet streets, the small shops, the proprietors or farmers clerks sat upon barrels or packing boxes and dilated upon politics, religion and other large questions of the day or the smaller topics of a more local nature to groups of loungers; the grass patches here and there in the principal thoroughfares; the green fields and woods and the small, old-fashioned buildings have gone or are quickly passing away. In their stead are large, handsome stores with plate glass fronts, in which numbers of clerks are busy from morning until night, grass patches have disappeared from the streets, where the fields and woods were in and about the town, streets are being made and almost innumerable buildings erected. Small, old-fashioned buildings are being torn down to give place to larger ones or are being enlarged and modernized. In one or two cases they have been fitted bodily into the air and stories built underneath. The streets are quiet and comparatively deserted no longer, and it is in this respect that the change is most noticeable. All day hundreds of teams of every description are passing and repassing along the streets, while along the sidewalks porters are continually hurrying.

When night comes on they present a scene of animation which rivals any to be witnessed on the streets of a large city. Past the brilliantly lighted stores throngs are continually passing along the sidewalks, people frequently alighting each other for want of a moment more to move.

freely. The crowds are made up of a heterogeneous mixture of English, Scotch, Irish, Italians, French, Chinese, etc., white and black, and every shade of color. To have passed along the streets at any time ago on a Saturday night and then to pass along them now one can scarcely believe it to be the same town.

All this has been the direct result of the establishment of the works of the steel company and yet the work has merely begun and the change is not by any means complete. Soon the city like appearances which the town has assumed will be increased by electric cars passing along the principal streets and out into the suburbs, and many other improvements will serve to destroy what vestiges remain of the Sydney of days gone by.

Considering the rough element which has entered with the rest of the new population, remarkably good order is preserved by the excellent police force of the town.

The enormous extent and proportions of the works themselves can only be fully appreciated by going over the ground, casual view while driving through them scarcely gives a fair impression of what is being done. It is necessary to walk through in order to see them to advantage and the company has already done, practically commences. At the foot of the street is the bridge across Muggers' creek, on the other side of which the works are located. The bridge and street were built expressly to provide a short and convenient approach in order to be admitted. Passes are furnished all the business men of the town and are given freely to all who apply, the object of the regulation being to prevent a crowd going in which would interfere with the work and possibly result in accident. Passing through the gates, the visitor is upon the ground where in a short time there will be turned out 8 per cent. of the steel consumed by the whole world. Should the plant be increased to double the present proposed size, as Mr. Whitney recently stated was in contemplation, the output would be 700,000 tons instead of 350,000.

Mrs. Naggin—Cheer up! Don't be so grumpy. It's so strange you men will get that way, while we women are invariably happy and hopeful.

Mr. Naggin—Why shouldn't you be? You haven't any wives to bother you.—Philadelphia Press.

"There can be no happiness before death," said the sage.

"Right!" cried the frivolous young Greek. "I'll never be happy till that rich old uncle of mine is dead."—Philadelphia North American.

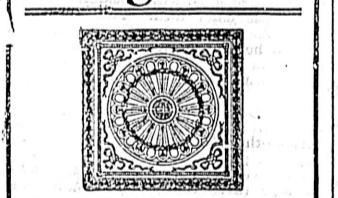
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